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Salem Marine Society



INSTITUTED 1766
INCORPORATED 1772



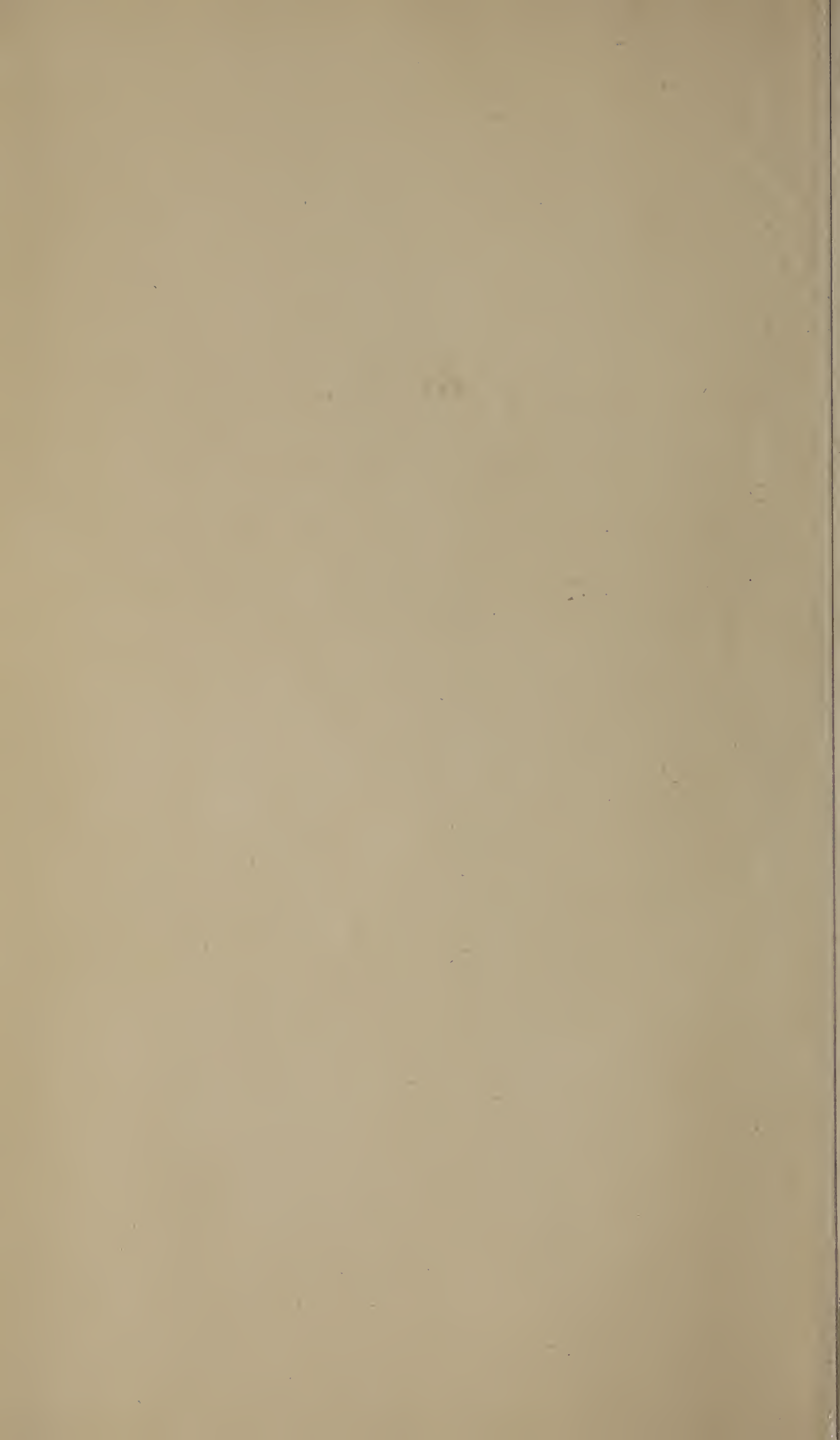
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Elliott Turnbull
Master. Marine Society
Salem July 25 1925.





CERTIFICATE OF MEMBERSHIP

LAWS
OF THE
MARINE SOCIETY
AT SALEM.

WITH THE
SEVERAL ACTS OF GENERAL COURT RELAT-
ING TO THE SOCIETY, &c.,

AND A
LIST OF MEMBERS

INSTITUTED IN THE YEAR 1766
INCORPORATED IN THE YEAR 1772

Where virtue reigns, the unfortunate find relief

SALEM, MASS. :
NEWCOMB & GAUSS, PRINTERS
1923

1913

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PREFACE.

The last edition of the Laws, etc., of the Salem Marine Society having become nearly exhausted, and the copy imperfect on account of additional membership, decease of old members, and changes in the By-Laws, it was deemed advisable that a revised edition should be printed; and in accordance with a vote of the Society at its annual meeting in November last, viz.; "That the Clerk under the direction of the Master and Deputy Master have the By-Laws, with such additional matter as they think desirable, printed," the following is now submitted.

Complying with the earnestly expressed wish of several members of the Society, the Committee in compiling this work, have deemed it expedient to annex an account of the centennial celebration of the Society, and some matters of record which it is thought may prove interesting and deserving of remembrance. In this latter, they are greatly indebted to the Hon. Charles W. Palfray, recently Collector of the Port, from whose valuable researches, as published in the *Salem Register*, this material is largely transcribed.

In the list of members, there is placed against each individual deceased, the time and place of his death, and his age at that time, as far as it has been practicable to find the same. This has been a laborious work, requiring much time, thought, and diligent inquiry, and has been accomplished through the energy and activity of Capt. William B. Bates, the clerk of the Society, who merits great praise for the patience, industry and fidelity he has manifested in making these investigations.

An explanation of the discrepancy between the actual centennial and its time of celebration, seems proper in this

place. All the *printed* records of the Society state that it was incorporated in 1771, and this delusion has been handed down for many years, and it was under this impression that the Society, acting upon a largely signed petition of its members, voted to celebrate in 1871, and it was not until the preparations had been completed, that an inspection of the Archives of the State showed the mistake, the earliest printed books, 1790, having the act in 1771, the original copy in possession of the Society having been lost; it was then deemed inexpedient by the Committee of arrangements to postpone the affair, and it was successfully carried out, the spirit of interest manifest on the occasion fully justifying the wisdom of the gathering.

It is not improbable in a work of this kind, that some errors of date or the like may have been made; should such be discovered by anyone they are respectfully requested to report the same to the clerk.

An inspection of these Records will give some idea of what this Brotherhood has been in the past, and what it is today.

A time-honored institution, it has always bestowed from its income with a liberal hand to its needy members and their families, and this too without causing them to feel that they were the recipients of a reluctant charity.

As it has done in the past it will continue to do in the future, and long deserve the respect and sympathy of this community.

SALEM, March, 1873.

PETITION FOR ACT OF INCORPORATION.

On the 31st of May, 1770, it was voted that Jonathan Gardner, Jr., be desired to apply to the Great and General Court, at its present session, to be incorporated. Whether application was then made or not we have not ascertained, but the following is an attested copy of a petition, the original of which is on file in the archives of the State, viz.:

TO HIS EXCELLENCY THOMAS HUTCHINSON
Esquire, Governour & Commander in chief, the honourable his Majesty's Council, & the honourable House of Representatives, of the Province of Massachusetts-Bay, in General Court assembled—

The petition of Jonathan Gardner junr. and others whose Names are hereto subscribed, & who are or have been Masters of Vessels, humbly sheweth—That they & sundry other Persons now at Sea, have for a few Years past, united in a voluntary Society for the Purpose of raising a Fund wherewith to relieve such of their Members as thro' Misfortune at Sea, or otherwise, or by Reason of old Age or Sickness, stand in Need of Relief, & the necessitous Families of deceased Members; and also to communicate in Writing, to be lodged with the Society, the Observations they make at Sea of any Matters which may render Navigation, particularly on this Coast, easier & safer. And whereas for want of legal powers many Difficulties may arise in managing the Concerns of said Society—Your Petitioners humbly request your Excellency & Honours to erect & make them a *Corporate Society*, for the Purposes aforesaid, by the Names of *The Marine Society at Salem* in New England (or such other Name as your Excellency & Honours shall think fit:)

and to grant, that they, their Associates & Successors, may have perpetual Succession by said Name, & have a Power of making By-Laws, for the Preservation and Advancement of said Body, with penalties, either of Disfranchisement, or pecuniary, or without Penalties, as it shall seem most meet, and have License to make & appoint their common Seal; and be enabled to sue & defend, & make Purchases, & take Donations of real & personal Estates for the Purposes aforesaid to the amount of such sum as to the Court in their wisdom shall seem meet & to manage & dispose said Estate as shall seem fit; & to chuse a Master, Treasurer & other Officers they shall think proper; & such other Powers and Privileges as your Excellency & Honours shall deem necessary & beneficial for said Society.

And whereas the said Society have already raised a considerable common Stock, which, by their Treasurer they have placed out at Interest for the Benefit of necessitous Members, as before-mentioned, & as a collateral Security for the Payment of the Monies so placed at Interest, have taken Mortgages of real Estate: Your Petitioners pray your Excellency & Honours to grant that these Acts of the Treasurer of said Society be made valid & effectual, as if the said Society had been then actually incorporated.

And as in Duty bound shall ever pray &c.

SALEM, April 12, 1771.

JONA. GARDNER, JR.,
GEO. CROWNINSHIELD,
NATH'L KNIGHT,
EDWARD ALLEN,
SAM'L GRANT,
ROBERT ALCOCK,
SAMUEL WILLIAMS,
DANIEL HATHORNE,
JOHN BOWDITCH,
JOSEPH LAMBERT.

The petition was drafted by Timothy Pickering, and it appears by the Cash Book that he was paid the moderate sum

of *four shillings*. A lawyer who would charge such an insignificant fee for any service in these degenerate days would be considered by his brethren of the Bar worthy of expulsion.

The printed Journal of the House of Representatives has the following record:

Sabbati, 11 April, 1772. A petition of Jona. Gardner and others, praying to be incorporated into a Society, by the name of the Marine Society in Salem, for reasons mentioned.

Lunae, 13 April, 1772. A bill to incorporate Jonathan Gardner & others. Read 2d time & recommitted.

Martis, 14 April, 1772. A bill to incorporate read 3d time and enacted.

Governor Hutchinson, in his speech, 23d April, 1772, among the bills assented to mentions an Act to incorporate Jonathan Gardner and others by the name of the Marine Society at Salem.

The endorsements on the original bill as reported and passed, which is on file in the State House, are:

"In the House of Representatives April 11th, 1772. Read the first Time.

April 13th, 1772. Read the Second Time.

— 14, 1772. Read the Third Time and pass'd to be engrossed.

Sent up for concurrence.

JOHN HANCOCK, Spk'r pro Temp're.

In Council Apl. 14th. Read a first time.

14th. Read a second time and passed a Concurrence to be Engrossed.

JNO. COTTON, D. Sec'ry"

The Act required the first Corporate Meeting to be held on the succeeding second Thursday of June, the officers then to be chosen to continue until the next October, on the day appointed for the Annual Meetings, when officers were to be chosen for the ensuing year, and thereafter annually on the last Thursday of October.

Accordingly, on Thursday, June 11, 1772, the Society met. Present—Capt. Jonathan Gardner, Jr., Amos Mansfield, Edmond Giles, Larkin Dodge, Edmond Needham, Samuel Williams, Jacob Crowninshield, Cabot Gerrish, David Masury, Habakkuk Bowditch, Jonathan Webb, William Morgan, George Cabot, Daniel Conant, Ebenezer Ellingwood and Daniel Hathorne. Samuel Williams was appointed Moderator and George Cabot, Clerk, of the meeting. Jonathan Gardner, Jr., was chosen Master, Clerk and Treasurer, and William Bartlett, Deputy Master and Clerk at Beverly, until the next October. A Committee of three—Samuel Williams, Jona. Webb and Cabot Gerrish—was chosen to make a Seal for the Society; and so the Act of Incorporation was duly carried into effect.

THE SEVERAL ACTS
OF THE
GENERAL COURT RELATING TO THE SOCIETY

AN ACT

To incorporate JONATHAN GARDNER, jun. and others therein named, into a Society, by the name of the MARINE SOCIETY, at Salem, in the County of Essex, in the Province of the Massachusetts Bay in New England.

WHEREAS a considerable number of persons, who are or have been Masters of ships or other vessels, have for several years past associated themselves in the town of Salem; and the principal end of said Society being to improve the knowledge of this coast, by the several members, upon their arrival from sea, communicating their observations, inwards and outwards, of the variation of the needle, soundings, courses and distances, and all other remarkable things about it, in writing, to be lodged with the Society, for the making the navigation more safe; and also to relieve one another and their families in poverty or other adverse accidents of life, which they are more particularly liable to; and have for this end raised a considerable common stock; and the said persons associated as aforesaid, finding themselves under difficulties and discouragements in carrying on the said designs without an incorporation; and Jonathan Gardner, jun., and others of them, having petitioned the Great and General Court of this Province in their present session, to be incorporated for the purposes aforesaid; and their intention appearing laudable and deserving encouragement:

Be it enacted by the Governor, Council and House of Representatives, That, Jonathan Gardner, jun., John Ropes,

Samuel Webb, William Lilly, Amos Mansfield, Michael Driver, Israel Obear, Edmund Needham, Robert Hale Ives, Larkin Dodge, William Bartlett, Joseph Lambert, Benjamin West, Edmund Giles, William Slewman, Samuel Williams, Josiah Batchelder, John Batten, John Elkins, George Crowninshield, Edward Gibout, Joseph Lee, Edward Allen, Samuel Grant, Jacob Crowninshield, Josiah Orne, Ebenezer Ward, jun., Daniel Hawthorne, John Derby, Cabot Gerrish, George Southard, David Masury, Nathaniel Knight, John Archer, John Berry, Habakkuk Bowditch, John Bowditch, Jonathan Webb, John Fisk, William Morgan, Robert Alcock, Jona. Mason, Stephen Cleveland, Benjamin Warren, Thomas Frye, Jonathan Lambert, jun., Henry Higginson, and George Cabot, the Members of said Society, be incorporated and made a body politic, for the purpose aforesaid, by the name of the MARINE SOCIETY, at Salem, in New England:—and that they, their associates, and successors, have perpetual succession by said names, and have a power of making by-laws for the preservation and advancement of said body, not repugnant to the laws of the government; with penalty, either of disfranchisement from said Society, or of a mulct not exceeding *twenty shillings*, or without penalties, as it shall seem most meet; and have leave likewise to make and appoint their common seal, and be liable to be sued, and enable to sue, and make purchases, and take donations, of real and personal estate, for the purpose aforesaid, provided the rents of the real estate, together with the interest on the personal estate, shall not exceed the sum of *five hundred pounds* per annum; and to manage and dispose of said estate as shall seem fit; And said Society shall have a Master, Deputy Master, Treasurer and Clerk and other officers they shall think proper.

And be it therefore further enacted, That the said Marine Society, shall on the second Thursday in June next, assemble to appoint their first Master, Deputy-Master, Treasurer, and Clerk, and other officers as they shall think proper, and their seal, and make by-laws; and said officers shall continue until the last Thursday in October next, on which day the

said Marine Society, shall meet annually; afterwards on the said last Thursday of October annually, at Salem aforesaid, to choose a Master, Deputy Master, Treasurer and Clerk, and other officers as they shall think proper; and for the admission of new Members, which shall be done by a major vote of the Members present at such annual meeting; and to make, alter and annul their by-laws; and if by reason of any emergency, the business of said annual assembly cannot be completed on said day, they may adjourn once to a short day to finish it, and no more; and said Society shall meet at Salem, on the last Thursday of every month for all other business; and whenever any of the officers of said Society shall die or be disabled or remove out of the government, others shall be appointed or elected in their room, at the next monthly meeting; and all instruments which said Society shall lawfully make, shall when in the name of said Society, and pursuant to the votes thereof, and signed and delivered by the Master, and sealed with their common seal, bind said Society and be valid in law.

Passed in 1772.

AN ACT

For repealing an Act, made and passed in the year of our Lord one thousand seven hundred and eighty-four, entitled, "An Act in addition to an Act, for incorporating JONATHAN GARDNER, jun., and others therein named, into a Society by the name of the MARINE SOCIETY, at Salem, in the County of Essex, in the Province of the Massachusetts Bay in New England;" and also for altering said Act of Incorporation.

WHEREAS, by the representation of the said MARINE SOCIETY, it appears that the effects resulting from said Act, made and passed in the year of our Lord one thousand seven hundred and eighty-four, are not such as were expected, and that the benevolent views in instituting said Society will be greatly promoted, should the said Act be repealed, and some alterations be made in the said Act of Incorporation:

Be it therefore enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, That the said Act, made and passed in the year of our Lord one thousand seven hundred and eighty-four, entitled "An Act in addition to an Act, for incorporating JONATHAN GARDNER, jun., and others therein named, into a Society, by the name of the MARINE SOCIETY, at Salem, in the County of Essex, in the Province of the Massachusetts Bay, in New England," be, and the same is hereby repealed.

And be it further enacted by the authority aforesaid, That the said MARINE SOCIETY, may and shall, have as full power and authority at each of the monthly meetings of said Society, for the purpose of electing and admitting members, as they have by said Act of Incorporation at their annual meeting of the last Thursday of October. Provided, That no person shall be elected and admitted as a member thereof at any other meeting of said MARINE SOCIETY than the said annual meeting on the last Thursday of October, unless two-thirds of the members present at such meeting vote, and be in favor of such admission.

Passed February 8, 1790.

AN ACT

In addition to an Act, entitled "An Act to incorporate JONATHAN GARDNER, jun., and others therein named, into a Society by the name of the MARINE SOCIETY of Salem, in the County of Essex, in the Province of the Massachusetts Bay, in New England.

Be it enacted by the Senate and the House of Representatives in General Court assembled, and by the authority of the same, That the Corporation established by the Act, to which this Act is an addition, be and hereby is authorized to take and hold, by donation, or otherwise, for the purpose of said Corporation, real and personal estate, the annual income of which shall not exceed the sum of ten thousand dollars, any thing in the Act to which this Act is in addition to the contrary notwithstanding.

Passed Jan. 14, 1831.

[CHAPTER 8.]

COMMONWEALTH OF MASSACHUSETTS.

IN THE YEAR ONE THOUSAND EIGHT HUNDRED AND
EIGHTY-SEVEN.

AN ACT

to amend the charter of the Marine Society at Salem.

*Be it enacted by the Senate and House of Representatives in
General Court assembled, and by authority of the same, as
follows:—*

SECTION 1. So much of chapter twenty-one of the acts of the Province of the Massachusetts Bay of the year seventeen hundred and seventy-two, being an act to incorporate the Marine Society at Salem, as relates to the monthly meetings of said Society, is hereby repealed; and said Society is hereby authorized and empowered to hold meetings for the purpose of electing officers and committees, admitting members, altering By-Laws, and transacting any business legally coming before it, at such time as it may hereafter by by-law establish and appoint.

SECTION 2. This act shall take effect upon its passage.

HOUSE OF REPRESENTATIVES, February 7, 1887.

Passed to be enacted.

CHAS J. NOYES, *Speaker.*

IN SENATE, February 8, 1887.

Passed to be enacted.

HALSEY J. BOARDMAN, *President.*

February 8, 1887. Approved.

OLIVER AMES.

SECRETARY'S DEPARTMENT.

Boston, July 27, 1888.

A true copy.

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SEAL.
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Witness the SEAL of the Commonwealth.

HENRY J. COOLIDGE,

Deputy-Secretary of the Commonwealth.

MARINE SOCIETY AT SALEM.

BY-LAWS

ARTICLE I.

NAME.

The name of this Society shall be the Marine Society at Salem.

ARTICLE II.

GOVERNMENT.

Sec. 1. The officers of this Society shall be a Master, Deputy Master, Treasurer and Clerk, who shall be elected by ballot at the annual meeting, the majority of ballots cast being necessary for election, and shall hold office for one year and until others are chosen and qualified.

Sec. 2. There shall be three standing committees, as follows:

(a) A committee on the Franklin Building, consisting of two members chosen annually.

(b) A Distributing Committee, consisting of the Master, *ex-officio*, and two members elected for a term of two years, one member retiring each year, and one new member elected each year at the annual meeting.

(c) A Finance Committee, consisting of the Master and Treasurer, *ex-officiis*, and three members elected for a term of three years, one member retiring each year, and one new member elected each year at the annual meeting.

Sec. 3. There shall also be an Agent of the Franklin Building elected annually, and an Agent of Insurance elected annually; said Agent of Insurance shall attend to all matters pertaining to the insurance on the Franklin Building; both Agents shall report annually to the Society.

Sec. 4. The salaries of the Clerk, Treasurer and Agent of the Franklin Building for the year next ensuing shall be fixed by a vote of the Society at the annual meeting.

Sec. 5. The amount to be distributed for benevolent purposes for the ensuing year shall be voted on at the annual meeting, but it shall not exceed the net annual income accruing from the Society's funds.

Sec. 6. The Master, Deputy Master, Clerk and Treasurer shall constitute a committee to disburse the income of the Franklin Building, as provided for in the will of Thomas Perkins; also the income of any other bequests for the benefit of indigent members, and for carrying out the terms of the Nathaniel West legacy, as ordered by the Supreme Court of Massachusetts. The sums distributed, together with the names of the recipients, shall be entered by the Clerk on the books of the Society.

Sec. 7. The Master of the Society shall be Moderator of all meetings; in his absence, the Deputy Master; in the absence of both, the Treasurer; and in the absence of all three, the senior member present.

The Master shall prepare, arrange and present all the business of the Society; he shall receive and answer all letters and addresses to the society; and shall call special meetings at any time or when not less than three members shall make application in writing for that purpose.

Sec. 8. The Clerk shall keep a record of all proceedings of the Society; shall notify the members of each meeting by sending a notice to each member, at least three days prior to the date fixed for the meeting, and shall insert upon said notice the names of candidates proposed for membership, together with the names of proposers of same. He shall notify all members chosen as officers or members of committees; when persons are admitted to membership, shall notify them of same, and when they have signed the books of the Society, shall give them a copy of the Acts of Incorporation, the By-Laws, names of members, and a Certificate of Membership in the Society.

Sec. 9. The Treasurer shall receive all moneys, notes, mortgages, stocks and bonds belonging to the Society, and shall render an account of the same at the annual meeting, which account shall have been previously examined by a committee appointed for that purpose, as hereinafter provided.

The Treasurer is authorized to sign on behalf of the Society all documents relating to investments, under the direction of the Finance Committee.

The Treasurer shall pay all bills of the Society, including the bills upon the Franklin Building, after approval of the same in writing by the Agent and Committee, and shall render his accounts, approved by the Committee, at the annual meeting.

The Treasurer, under the direction of the Finance Committee, shall have the custody of the securities belonging to the Society, and shall keep the same in a safety deposit box of some Salem bank approved by the Finance Committee, access to which box shall only be had jointly by the Treasurer and some member designated by the Finance Committee.

The Treasurer shall give a bond by a Surety Company in an amount satisfactory to the Finance Committee, to be paid for by the Society.

ARTICLE III.

MEMBERS.

Sec. 1. The members of this Society shall consist of persons who now are or have been masters or commanders of vessels, and have performed a full voyage as such; also of persons who now are or have been owners of vessels, and persons who are the sons or grandsons of those who are or have been members.

Sec. 2. Any person desiring to become a member of this Society shall be nominated by a member at a meeting prior to being voted for; such nomination shall be referred to the Distributing Committee, who shall report thereon at the

next meeting. The casting of one black ball shall reject the person nominated.

Sec. 3. Each member shall pay an admission fee of twenty-five (\$25.00) dollars.

Sec. 4. The sum received from admission fees shall be turned over to the Treasurer to be placed in the general fund.

ARTICLE IV.

MEETINGS.

Sec. 1. The annual meeting of the Society shall be on the last Thursday of October in each year, at the rooms of the Society.

Sec. 2. Quarterly meetings of the members of the Society shall be held at the rooms of the Society on the last Thursday of January, April and July, at 3 P. M., or at such other times as may be determined.

Sec. 3. At least three members shall be required to constitute a quorum for the transaction of business.

ARTICLE V.

AUDITING COMMITTEE.

Sec. 1. At the quarterly meeting in July there shall be appointed annually a committee of three to examine the accounts of the Treasurer and the Agent of the Franklin Building; also a committee of three to select candidates for officers and standing committees of the Society for the ensuing year. The reports of these committees shall be made at the annual meeting.

Sec. 2. The Master shall appoint said committees, subject to confirmation by the meeting.

Sec. 3. The election of Committees, Agent of Franklin Building, and Agent for Insurance, shall be by hand vote, a majority of votes being necessary for election.

ARTICLE VI.

FRANKLIN BUILDING.

Sec. 1. It shall be the duty of the Committee for the Franklin Building to make all necessary repairs and improvements on the property, but not to expend a sum exceeding two-thirds of the net annual income of said building, excepting by vote of the Society at any meeting.

Sec. 2. It shall be the duty of the Agent of the Franklin Building to superintend any work on the building; he shall collect all rents as they become due and pay the same over to the Treasurer.

ARTICLE VII.

INVESTMENTS.

All investments and changes of investments shall be under the direction of the Finance Committee.

ARTICLE VIII.

BENEFICIARIES.

Sec. 1. Any member, or the widow or children of any member, in need of any assistance, shall apply to the Distributing Committee, and in its discretion, assistance may be granted from the appropriation for benevolent purposes.

Sec. 2. No male child of more than fourteen years, and no female child of more than sixteen years of age shall receive any assistance from the Society because his or her father was a member, except for incapacity or ill-health.

Sec. 3. Distribution of funds shall be made on January 1st and July 1st in each year. Special assistance may be rendered at any time in the discretion of the Committee.

Sec. 4. The Distributing Committee shall furnish the Clerk with a list of all persons assisted, together with the amounts given, and he shall enter same on the records of the Society.

Sec. 5. No money from the sum appropriated to the Distributing Committee shall be paid by the Treasurer, except upon a warrant signed by the Master.

ARTICLE IX.

AMENDMENTS.

Sec. 1. All amendments to these By-Laws must be proposed at a legal meeting, to be acted upon at a subsequent meeting.

Sec. 2. All previous By-Laws are hereby repealed.

CENTENNIAL OF THE SALEM MARINE SOCIETY.

At a meeting held March 28, 1871, a communication signed by a large number of the members was read by the Master, desiring that some action may be taken to celebrate the approaching centennial anniversary of the Society. It was voted that the Master, Nathaniel Brown, Messrs. James B. Curwen, Alfred Peabody, Joseph Osgood, Augustine S. Perkins, Samuel Hill and William G. Webb, be a committee to carry it into effect, and that subscriptions be collected to pay for the same.

(Notes taken from "The Salem Register," June 11, 1871.)

The Centennial of the Salem Marine Society was duly commemorated on Thursday afternoon, by a dinner at the Essex House, formerly the mansion of Hon. William Gray, the famous merchant, afterwards Lieutenant Governor of Massachusetts, who joined the Society in 1792. The members and guests assembled at four o'clock in the afternoon, and soon proceeded to the dining room, the Master, Capt. Nathaniel Brown, now Mayor of the city, presiding. Capt. Brown is the third of his name who has belonged to the Society, his grandfather having become a member in 1801, his father in 1836, and himself in 1852.

"The pleasant dining hall was finely decorated with flags; tablets handsomely inscribed with the names of the various benefactors of the Society, and the amount of their donations and legacies were arranged around the room; portraits of Dr. Nathaniel Bowditch and Capt. Nathaniel West were hung upon the walls at the head and foot of the tables; and an

excellent band was stationed in the hall to enliven the feast with music. The tables were spread with great elegance, adorned with bouquets, and loaded with fish, flesh, and fowls, in great variety, supplemented by all the luxuries of the season. The bill of fare also included those favorite seamen's delicacies, "Plum Duff," "Dundefunk," and "Lob-Scouse," the sight of which caused the countenances of the ancient mariners to be wreathed with smiles as they glanced at this well remembered "Dessert" to their ordinary sailor's "grub." The dinner reflected much credit on the culinary department of the Essex House, and on the skill of the landlord and his subordinates.

The oldest surviving member, Capt. Robert W. Gould, now approaching ninety years of age (wanting only a year or two), who became a member in 1819, was able to be present, and was warmly welcomed by his associates.

The entire arrangements were in fine keeping (even the cards of invitation and the bill of fare being designed and printed in a style of unique elegance), and displayed in a striking manner the liberality of the Society and the taste and skill of the committee who supervised the details.

Capt. Brown having directed the members to come to order, the roll was duly called by the Secretary, Capt. William B. Bates. Rev. Dr. R. C. Mills then invoked the Divine blessing, and the company proceeded to discuss the tempting viands, the band meanwhile furnishing an agreeable musical accompaniment."

At the close of the feast, the Master, Capt. Brown, delivered the following interesting address:

ADDRESS BY THE MASTER, CAPT. NATHANIEL BROWN.

Gentlemen and Brethren of the Salem Marine Society:—
Cordially, and with my whole heart, do I greet you on this occasion, so replete with pleasant memories, on this the one hundredth anniversary of the formation of our society. We are here to do honor to the memory of those wise and prudent men, the founders of this institution. We are here that we may perchance recall something of what this society has

accomplished in the past, and what it is today; but, more than all, we are here that in fraternity and social intercourse we may strengthen the ties that bind us, and assist in perpetuating the good influences and beneficence of our fellowship.

One hundred years ago! So long it is since our fathers' fathers, in a spirit of charity and good will to all men, united under the title of "The Marine Society, at Salem, in New England," and framing a set of laws for their government, sowed the seed that has since borne such good fruit. A few recollections of the past may not be considered inappropriate for this occasion, and if you will pardon its imperfections, I will attempt a brief historical sketch of the society. Its origin appears from the records to have been in March, 1766, when eighteen shipmasters constituted the society. Thomas Eden's name heads the list of enrolled members, followed by those of John Ropes and Samuel Webb. Thomas Eden did not long survive, as his death is recorded two years later, at the age of forty-five. Additions were rapidly made to the society, and by the close of 1768, it consisted of over fifty in number.

The first recorded votes at a meeting were instructions to the clerk to afford relief to the widow of a deceased member, and, "if he finds occasion, to give her as much as he thinks proper"; thus early showing what was the main object of the association, and with the characteristic generosity of sailors, the amount donated was not limited, save by the means at hand. The laws of government just alluded to, are as quaint and original, according to our ideas, as most of the other acts of the time in which they were drafted. I quote a few articles, to show you their general tenor. They state:—

First—"The members of this society shall consist only of such persons who now are, or have been, commanders of vessels, unless upon extraordinary occasions." Fourthly—"That each member shall pay into the box for the use of the society, at the time of his entry, twenty shillings lawful money, and eight pence monthly, during such time as he shall belong to said society, which payments shall not be expended at any time by the society, but remain a stock in the box for the intents and purposes hereinafter mentioned. The

succeeding articles, including "Tenthly," provide for the relief of any members, or their widows, who may be reduced by misfortune; and also for the investment of the moneys of the society, "*in no other manner than on bond, with collateral security of land, under a good title, and without incumbrance, and of at least double the value of the sum let, as near Salem as may be, and lying within the province.*" No Wall Street broker could fail to recommend such an investment as perfectly safe. Eleventh provides, "That no member of this society shall at their monthly meetings play or promote the playing of cards, dice, or other gaming whatsoever, as it is probable the same may be of damage to themselves, or some other of the society." Fourteenthly—"That if any member of this society be guilty of profane swearing or cursing, or *non-attendance* of the monthly meeting, he shall for each of said offences pay to the box one shilling and four pence lawful money."

This article suggests how great a crime non-attendance of the monthly meetings was considered in those early days; and even a few years later I find this most extraordinary vote on record: "Voted at a meeting of the Marine Society, Nov. 30, 1780: The fines of non-attendance at the monthly meetings be *Thirty-six dollars*, till the further orders of the Society." This order was evidently not enforced, for in the following June it was voted, "that the fines be omitted till the next meeting," and at that meeting in July, 1781, they were fixed at three shillings. I think it probable that we might have a larger attendance at our meetings, did such views prevail in these days, and that we should not so often find "no quorum present, for the transaction of business." Another singular vote of a later date, though occurring in the last century, was to the effect that, "at the death of any member's wife the society should not be warned to attend the funeral."

The objects of this association, with the attendant conditions of membership and the penalties for non-observance of the laws, seem to have been generally carried out. For many years Samuel Williams was the first clerk. Jonathan Gard-

ner, Jr., was elected and re-elected from time to time, not only as Master, but as Clerk and Treasurer. In May, 1770, he was instructed to petition the Great and General Court, then in session, for an act of incorporation. This was granted, and the Marine Society was ordered to meet on the second Thursday in June, 1772, for the choice of their officers and the transaction of other formal business set forth in said act. This, gentlemen, is "the day we celebrate." One century ago today we became a body corporate and politic. We should hardly be true to our nature did we not in some degree indulge in the pride that is prompted by this thought.

The most ancient organization in this olden town, with but few even to antedate it in this great country, I was going to repeat that we may justly feel proud; but when I remind me of what this society is, and the works of love it performs, this sentiment is rebuked, and I think but of Him who taught us humility. Thus legally established, a new set of by-laws was adopted, quite as original and stringent as the previous ones. Among these I note as interesting and amusing, "that any member who shall absent himself from the society six months, that could attend, shall be looked on as an unworthy member, and if after eight days' notice by the master, shall refuse, he shall be excluded from the benefit of the box," &c., and also, "that if any member should tattle and discover any secret affairs of said society, he shall be deemed an unworthy member of the same."

Great stress, too, is laid, in one of the articles, upon a matter in relation to individual members quarreling and disputing with one another, and provision is made for the reference of such disputes to the society, in order that they be decided with more equity, and much less cost. A subsequent vote struck out the "more equity," and very wisely, I think.

Soon after this reorganization, a petition was received from the brethren in Beverly, setting forth that on account of the difficulties of crossing the ferry, in dark and stormy weather, they were oftentimes unable to attend the meetings, and asking that they might hold their monthly meetings in

Beverly aforesaid. This was attended to, and rules were adopted for the regulation of a branch of the society in that town. A clause, however, required that all should unite at the annual meetings in Salem. This practice seems to have died out, for there is nothing further in regard to it upon record; indeed, the society soon after this date appears to have been in a depressed condition, and no meetings were held from March, 1775, till October, 1780. This is not to be wondered at, when we remember the troubles of this revolutionary period. After the war was over, however, the society started again with renewed vigor. The laws were amended by Benjamin Goodhue, Esq.; members were joined in large numbers, so that up to the year 1800, two hundred and twenty-five had been enrolled. Benjamin Goodhue appears to have been a prominent man of the society, and his services were invaluable while in Congress (which then met in Philadelphia), in procuring appropriations for the building of lighthouses, beacons, etc., on the coast of Massachusetts. The by-laws he reported are, in most respects, those in existence at this time.

The early meetings were held at the house of the members, that of Capt. Jonathan Webb being frequently spoken of. In 1790 they voted to meet hereafter at the house of Samuel Robinson, inn-holder, and in 1793 in Gen. Abbott's long room. In 1807 the Marine Hall is indicated and rented, and in 1814 they removed to the Essex Coffee House, where they continued till the liberal bequest of Thomas Perkins, Esq., enabled them to occupy a room of their own in the Franklin Building. The first meeting was held there November 28, 1833, and with the exception of intervals when the place has been untenable in consequence of fires, have there always met. That the society was socially inclined, I find from the record of sundry votes, as follows: Voted, "to have a dinner some time in February next." Voted, "that the supper be discontinued," implying, I think, that it had been customary for some time to have one. Indeed, there is a rumor that has been handed down, that the fines for non-attendance were devoted to providing the sup-

per; but I hold this to be mere scandal, as there is no evidence of such misappropriation of the funds.

From these small beginnings, what to us appear trivial incidents, our institution has become what it is today. I will pass over in review, concisely as possible, some of the more recent subjects of moment, in which we all feel interested; but there is no pretentious story to be told, indeed, the injunction to "take heed that ye do not your alms before men," would forbid a recital of *all* that has been done. I know that some take another view of our associations, and consider it more in the light of a purely business partnership. This is in some sense true, but not wholly so. Let it be so generally regarded, and it must be quite apparent that the means for relieving the unfortunate, and performing our benevolent offices, would not be so largely at hand.

The liberal donations, of members and others (appreciating our services), have materially increased the funds, and added to our ability to do the good work.

Conspicuous among these is that of the late Thomas Perkins, Esq., who bequeathed his building called the Franklin Place, the rents and profits of which are annually, by the terms of his will, distributed among the indigent members. This building has been especially unfortunate in regard to fire since it became the property of the society. Its northern end was destroyed on January 29, 1845, and its southern end seriously damaged January 4, 1859, and on the 31st of October, 1860, it was totally destroyed. In the first two instances the injuries were covered by insurance, and the losses promptly paid, but in the latter case, when the loss was total, the policy had expired but a few hours, and through a mistake had not been renewed; but through the munificent generosity of the President and Directors of the office where the building had for many years been insured, and also of many of our citizens, whose aggregate subscriptions towards erection of the new building amounted to over \$14,000, the loss to the Society was not heavy.

The time to be occupied by these remarks will not permit me to speak of the many other donors to your funds, but

their liberality and your gratitude are testified to, by your recorded votes, on the several occasions of the receipt of their gifts. I must, however, speak of one, who for many years was an active member, and always had the welfare of the society at heart, as his donations bear witness.

I refer to Dr. Bowditch, a man whose pure character and blameless life have endeared him to this community, where he was so well known, quite as much as his great scientific attainments have caused his name to be of world-wide honor. A special meeting of the society was called to take suitable notice of his death, and warm and feeling resolutions of respect for his memory were adopted. One of these reads: "Resolved, that in his death, a public, a national, a humane benefactor has departed; that not this community, nor our nation only, but the whole world has reason to do honor to his memory; that when the voice of eulogy shall be still, when the tear of sorrow shall cease to flow, no monument will be needed to keep alive his memory among men, but as long as ships shall sail, the needle point to the north, and the stars go through their wonted courses in the heavens, the name of Dr. Bowditch will be revered as of one who helped his fellow men in time of need, who was and is to them a guide over the pathless ocean, and of one who forwarded the great interests of mankind."

To notice many others of our brotherhood distinguished for their attainments, would be to occupy too much time. It is sufficient to say that a very large number of the influential merchants of this place, so well known, in times gone by, for its commercial enterprise, are classed in our roll, but the class of hardy mariners who first built and launched our ship, are those who have always sailed her. Her unsound timbers and rotten rigging have been replaced by stronger material, but her keel evinces nothing of decay, and she is today of fairer proportions and every way stauncher than when she first voyaged. You, brethren, who have buffeted the storms of almost every sea on this wide earth, and endured the privations incident to a sailor's life, have no cause to be ashamed of your navigation

Of the work performed by the society outside of its charity, I have but little to say; not, by any means, that it has been unimportant, though a casual inspection of the records with the frequent recurrence of "no business before the meeting dissolved," would seem to infer that but little had been done. This is far from being the case, however. The interest in navigation, "in order that it may be more safe," required by the original charter, has always been manifested, and the placing of beacons and buoys and the recommending of pilots (required by legislative act) for the safe conduct of vessels into our harbor, the petitioning of the Congress of the United States for lighthouses on Baker's Island, Cape Cod, Ipswich and Marblehead harbors, together with the influence used to obtain a proper survey of our coast, all go to prove that we were never otherwise than alive to the performance of our duties. Some of these expenses even were borne by individuals of the society, and it is argued today by a few, that we are entitled to reimbursement from the government, for the placing of beacons and buoys in Salem harbor. But I fear that although the committee who were appointed to petition Congress in 1797 for the pay, were instructed "to take off the top of the beacons," that that is the last of it. *Whether the tops of the beacons were removed* does not appear, but there is nothing to show that those who built them ever got their money back, though the U. S. government has never since been remiss in providing for the safety of navigation into our port.

Oftentimes, too, has the society been called upon to express its opinion upon the value of charts, the rig of vessels, and other matters pertaining to commercial affairs, and in connection with our younger brother, the East India Marine Society, it has contributed much valuable thought and experience for the benefit of our fellow men. That the members of our society always manifested that patriotism and love of country we all admire is proved by the following statistics handed me by a friend:—one hundred and two of our number served in the Revolutionary war, forty-eight served in the war with Great Britain of 1812, and six served in both;

four served in both these wars and also in the war with France. As a matter of course, most of this service was on the sea. In our late Rebellion more than one of our number were officers in our navy, and many were ready, if called upon, to stand by the flag "at any sacrifice." For ostentatious displays and parades the Marine Society was never noted. They joined with the Military Societies of Salem in paying a tribute of respect on the death of Washington, and voted to attend Capt. Lawrence's funeral procession, after he was killed on the "Chesapeake," in conflict with the "Shannon," in Boston Bay, but they seem to have persistently refused to accept any invitations to partake in Fourth of July celebrations and such like civilities, that have been extended. They did, however, attend the ceremony of the introduction of Cochituate water into Boston, and declared it afterwards a "bore."

I reluctantly proceed to record something of what has been done under the purposes named in the charter, "to relieve one another and their families in poverty or other adverse accidents of life, which they are more particularly liable to." From the time that Samuel Williams, in 1767, reported that he had given to a member's needy widow eighteen shillings, till our last annual meeting, when the Treasurer's account showed a balance of \$4,612.28 for distribution, every call for aid has been listened to, and considered, and when its worthiness has been proved, the assistance has been bestowed; and how many hearts have been gladdened by contributions from "the Box" none of us can tell. Of five hundred and forty-seven persons who have joined us, we number today ninety-nine living members. Our invested funds amount to quite \$60,000; and our ability to do is yearly on the increase. Our insignia is emblematical of the proverb, "Cast thy bread upon the waters, and after many days thou shalt find it," and our motto, "Where virtue reigns, the unfortunate find relief." May our conduct as a brotherhood ever be in accordance with these symbols.

Such, friends, is our plain and simple narrative. We boast of nothing done, but we believe our society has accom-

plished much Christian work in the past, and we have faith that it will be continued in the future; and it is for us, brothers, to hand down, to our children's children, this beneficent institution in all its honesty and rectitude of purpose. May we always, as has been done, extend the helping hand and sympathizing heart to all the unfortunate of our race, and as long as the Salem Marine Society shall exist in its present integrity, so long may God bless it.

After the Master had concluded his address, he proceeded to announce

THE TOASTS,

and to call upon different members of the company to respond. These were as follows:—

1. *The Memory of the Founders of the Salem Marine Society.*

The company arose in response to this toast, after which Hon. Stephen G. Wheatland was introduced and responded as follows:

I suppose, Mr. Master, from a remark of yours the other day, that I am expected to respond to this toast from my remote connection with Benjamin Goodhue, who, although not one of the founders, was very early connected with the society, and took a deep interest in its welfare. His name is very often mentioned in the records, and the by-laws as they substantially stand today, were drafted by him.

Mr. Goodhue, as you may know, was a member of Congress for twelve years immediately succeeding the formation of the Government,—six in the House, and six in the Senate,—and as a member of the Committee on Commerce, he was of great benefit to our society. He was active and influential in everything connected with Salem, where he was born and where he died. His son Jonathan, the great merchant of New York, did as much as any man in his position to make the name of the United States respected at home and abroad. His son-in-law, Gideon Tucker, a respected merchant of Salem, was treasurer of the society for many years, and was elected, or tendered, the office of Master, which he declined.

In looking over the founders of this institution, my first thought was to trace the present to the original members; to see how many there were now who could claim direct relationship with those who presided over its birth. And, sir, I am surprised at the result. It is interesting but sad to see what changes have taken place in our association. Many families have moved away. Many have died out, leaving no descendants. And many have followed pursuits alien to ours, and taken no interest in us. So that today I can find but three members who are directly descendants from the sixty or seventy who may be considered its founders, and but two from those who were or had been members at the time our Act of Incorporation was passed. John Fisk Allen's paternal and maternal grandfathers (Edward Allen and Gen. John Fisk) were both named in the instrument. And I am very sorry to see, in looking around, that he is not with us today, to pay our respects to the memory of his honored ancestors. Capt. William H. Hathorne, now at sea in command of the "Taria Topan," is a lineal descendant of John Hathorne. And James Buffinton, for a number of years our Deputy Master, is in a direct line from James Buffinton, a worthy shipmaster, who very early became a member.

In the early days of our association, Beverly took an active interest in our affairs, and a number of its prominent members were from that good old town. When that ceased I do not know, but I am quite sure that of the hundred members who have joined in the twenty-one years I have belonged, not one has resided there.

The first named in the act of incorporation was Jonathan Gardner, Jr., a direct descendant of George Gardner, one of the original planters, who had a tract of land assigned him in Salem in 1637. Mr. G. was a ship-master by profession, a very active Mason, and the first master of the society. Dr. Bentley preached his funeral sermon in 1791, at the express request of this association. None of his descendants are living. William F. Gardner, our respected fellow citizen who died a few years ago, was the last. He is represented collaterally in our institution by Henry Gardner, Senior,

and Henry Gardner, Junior, the younger of whom I have not the pleasure of knowing; but I think we shall agree that the elder is an honorable representative of an honored family.

Among the other founders were George Cabot, U. S. Senator from Massachusetts, and the life-long friend of Hamilton and Washington; John Adams offered him a seat in his Cabinet, which Mr. C. declined; George and Jacob Crowninshield, the world-renowned merchants; Daniel Hawthorne, the father of that wonderfully gifted writer of romance, Nathaniel Hawthorne, whose brilliant exploits in the field of letters have given a new lustre to the name of Salem; Habakkuk Bowditch, the father of Dr. Bowditch, who has given America a name in the scientific world, and who himself was one of the most loved and honored members of our association; Joseph Lee, the Boston merchant, who so liberally endowed the McLean Asylum. He was quite famous for his skill in mechanics, and is said to have modeled the "Caravan," the vessel that took the first missionaries to India. His grandson, John C. Lee, I had hoped to see with us today. William Gray, Lieutenant-Governor of Massachusetts, the largest ship-owner in his day and generation in the country, who, although he left Salem, never forgot the Salem Marine Society. William Orne, whose many acts of charity and eminent virtues will long be remembered. And Robert Hale Ives, the ancestor of that family who have given such an enviable reputation to the city of Providence.

Mr. Master, I am proud to have been called upon to say a word for the memory of the founders of the Salem Marine Society; for if there ever were men who, as Emerson says, "builded better than they knew," and who laid the foundation of an association which, in a quiet and unostentatious manner, has done as much, and I believe more, good than any other in Salem, it was the company of ship-masters who formed this society. For a hundred years and more the seed which they planted has gone on germinating and sending its fruits into many a household, to bless the worn-out sailor in his old age, and to carry comfort to the widow and orphans. We owe them a debt which should be gratefully remembered

today. Let their names be always kept hallowed in our memory as—

“The actions of the just
Smell sweet and blossom in the dust.”

2. *The Donors to the Funds of the Society.* Their liberal gifts have always been held in grateful remembrance; and no feeble words of thanks can be of such recompense to them as their own approving consciences, and such reward as is ever accorded to generous and sympathizing hearts.

Judge Otis P. Lord, who was expected to respond to this toast, was deterred from being present by the session of the Superior Court, over which he was presiding.

3. *The Boston Marine Society*—An institution kindred in its character and usefulness to our own. May it always prosper, and may “those who go down to the sea in ships,” when the charities of a selfish world shall fail, find in it a benefactor.

Captain Ebenezer Davis, President of the Boston Marine Society, responded very happily. He regretted that some of his associate officers were not present with him. He expressed the deep interest he had felt while participating in the proceedings on this memorable occasion, modestly (but needlessly, as his remarks proved) apologizing for his inexperience in speaking, by saying that his thoughts were like a tangled skein of twine, the difficulty in balling which all sailors would understand, where the ends were sticking out in all directions.

He stated that the Boston Marine Society originated in the Fellowship Club, formed in the year 1742, and consisting in the first year of only eleven members. The first name on the list is that of William Starkey, and he is regarded as the founder of the institution. Captain Davis paid a handsome tribute to his memory. Captain Starkey, he said, was very much respected and was a generous and honest man. He had been a shipmaster and merchant, and had acquired considerable property, and it is somewhat remarkable that he was one of the first to experience the benefit of that clause in the

charter of the society he had founded, which declares one of its principal ends to be "to relieve one another and their families in poverty or other adverse accidents in life." Becoming reduced in means, Captain Starkey, in 1752, removed with his family to Newbury, in this county, and the Society came promptly to his aid. The estimation in which he was held by his associates is proved by the following record:

"Voted, this 7th Jan., 1752, that Capt. Wm. Starkey be paid out of The Box Twenty-one Pounds Ten Shillings Old Tenor, being all the Cash at present in the Box, and that he shall be reliev'd further According to the Ability of the Box, and that the present Clerk, G. Tidmarsh, write him a Letter on ye Same in Behalf of the Society."

The Boston Marine Society was incorporated February 2, 1754, and its Charter is signed by William Shirley, Esq., Governor of the Province of the Massachusetts Bay in New England. Captain Davis gave many interesting facts in its history, paid a special tribute to the late Dr. Bowditch of the Salem Society, whose "Navigator" was indispensable to the American seaman, and closed with a toast to the Salem Marine Society, which was briefly and pleasantly acknowledged and responded to by James Upton, Esq., for the society.

Before sitting down, Captain Davis presented to the Master, and asked his acceptance for the association over which he presides, of a copy of the Constitution and Laws of the Boston Marine Society, with a brief history of the organization, its condition in 1871, and a list of members. The volume is elegantly printed and bound, with the inscription in gold on the cover:

"Presented to the Salem Marine Society, on its Centennial Anniversary, by Eben Davis, President of Boston Marine Society, June 8, 1871."

The courtesy was duly acknowledged, and when the worthy President subsequently retired, he was saluted with a round of rousing cheers.

4. *The Salem East India Marine Society*.—Famed for the rare excellence of its Museum, respected for the character of the men who compose it, and beloved for its charities,—may the good work it has accomplished in the past be an incentive for doing much in the future; and our brothers shall always have our sympathy and support.

Benjamin H. Silsbee, Esq., President of the East India Marine Society, responded happily, speaking of the friendly relations existing between the two societies, and attributing to the broad principles of charity the true cause of the long life of this society. He concluded with a sentiment, which was acknowledged by John Webster, Esquire, who recalled some pleasant things within his remembrance as to the characteristics of Salem, thirty or forty years ago, and the changes which have taken place in navigation and the working of ships.

5. *The Port of Salem*. Though the prestige of its former commercial importance and success in foreign trade has been dimmed by untoward circumstances, the enterprise of our citizens will surely, through other channels, restore its pristine glory.

Charles S. Osgood, Esquire, Deputy Collector of this port, responded as follows:

Mr. Master and Gentlemen of the Salem Marine Society: Standing here, in the presence of many of those who helped to gain for Salem that eminent place in the commercial world which she held so long, I should feel reluctant to answer to your toast, did I not know that I am called upon more by the accident of official position than by any expectation that anything I could say would be new or interesting.

And, indeed, to attempt to properly reply to such a toast, were I able, would be impossible in the limits of a single evening; for, at the mention of the ancient port of Salem, what a flood of recollections, what a host of memories rise before us, and with time and the available material at the

disposal of one whose inclination should draw him to write the maritime history of Salem, what an interesting and valuable chapter in the city's, yes, in the nation's history it would be! Commencing almost with the foundation of Salem, we should find the enterprise and number of her merchants and the capacity and number of their vessels increasing, until, in the early part of the present century, the height of her prosperity commercially was reached.

The ship *Grand Turk*, belonging to E. Hasket Derby and commanded by Ebenezer West, cleared for the Isle of France, with the purpose to visit Canton, November 28, 1785; went to Isle of France, Batavia and China, and returned to Salem in June, 1787, with a cargo of teas, silks and nankeens—the first voyage from New England to Isle of France, India and China.

More tea was landed in Salem in 1790 than in any year since. Of fifteen vessels in Canton in 1789, five of them belonged to Salem—four to E. Hasket Derby.

In May, 1790, the brig *William and Henry*, commanded by Benjamin Hodges and owned by Gray and Orne, entered this port with a cargo of tea, which was among the first of such cargoes imported in an American vessel.

In 1806, seventy-three ships, eleven barques, and forty-eight brigs were engaged in our foreign commerce.

In 1807, sixty ships, seven barques, forty-two brigs, forty schooners and three sloops in the merchant service, and one hundred fishermen and coasters.

There has been collected in imposts for the U. S. Government, at the port of Salem, since the organization of the Union in 1789, the sum of more than twenty-five millions of dollars. From 1801 to 1810 inclusive, the duties collected amounted to \$7,272,633.31,—the years 1804-5-6-7 showing an average of about one million each, two of them being a little more and two a little less than a million. And yet the number of foreign entries in the most prolific of these years was only two hundred and thirty-six, while the coasting trade

of those days was as nothing in comparison with the present.

Take, as another illustration of the past, two or three facts in relation to the China trade. In 1825 and 1826 a little brig of 223 tons (the *Leander*) brought in cargoes from Canton which paid duties amounting respectively, one to \$86,847.47, and the other to \$92,392.94. In 1829, 1830 and 1831, a ship of only 287 tons (the *Sumatra*) brought cargoes from the same port, paying, respectively, duties in the first case of \$128,363.13, in the second of \$138,480.34, and in the third of \$140,761.96,—the five voyages paying to the government an aggregate of nearly \$587,000, or an average of \$117,369.27 each. No other vessel has entered Salem paying \$90,000 in duties. And both the brig and the ship were owned by the same eminent merchant, the late Joseph Peabody, Esq., a member of your society, and commanded on each voyage by the same gentleman, Captain Charles Roundy, also a member of your society and present here today. Such were some of the fruits of Salem commerce, which dates its beginning nearly two centuries and a half ago.

The memories of her former greatness still survive. The captains, whose energy and fearlessness helped to carry the name of Salem wherever, on far distant seas, the white sail of commerce was unfurled, and whose uprightness and business integrity made that name honored and respected in those far-off countries, are many of them with us today, and could recount many a tale of the doings and darings of our vessels and the brave men who manned them. It is greatly to be hoped that some of these facts may be preserved while it is still possible to do so.

Emerson said, in a recent lecture, and it is a saying we might all profit by, that we were not apt to think enough of the historian of the family—of the one who cherished, and stored up, and recounted the memories and traditions of the past—and that, after death had made it impossible, we realized how we had wasted our opportunities, so lightly regarded at the time, and wondered why we had not asked the many

questions that now must remain unanswered forever. Let us trust that we, or those that follow us, will not be found in a position to indulge in similar regrets.

Of her extensive India trade, and the character of those engaged in it, Salem was always justly proud, and showed the high regard in which she held it and them by the ordinance passed shortly after her incorporation as a city, in which she adopted, as part of the devices on her seal, a shield bearing upon it a ship under full sail, approaching a coast, designated by the costume of the person standing upon it, and by the trees near him, as a portion of the East Indies—beneath the shield a motto signifying, “To the furthest port of the rich East.” This trade has departed, probably forever; but still, upon all her official documents, in the years to come, scattered far and wide, there will always be imprinted this tribute to the memory of past greatness, which will serve to preserve in the thoughts of her people the recollection of one of the most interesting and even romantic pages of her history.

Gradually, by the laws of trade, our vessels have been drawn to the great commercial centres, and Salem has ceased to be the port of entry of the still large number of vessels owned by her citizens. The Custom House at this port is no longer the depository of invoices of the rich and varied products of the East. The name of the Surveyor has ceased to be sent abroad marked on bales of merchandise, as Hawthorne has told me he smiled to think was to be the case with his. The course of trade has changed, and other and different are the duties now discharged there, but the memories of the past linger about it, and the subtle genius of the great storyteller has reflected a halo of interest around it,—an interest that will increase with his renown, and that brings yearly to visit it the admirers of the unequalled master of romance from all parts of the world.

Although our foreign commerce has well nigh left us, this fact remains, which may astonish those whose attention has not been called to the subject,—that never, in the utmost

height of our commercial prosperity, did so many or such large vessels enter our ancient port as during the last two years. In 1869 there came into our harbor 1,524 vessels of all classes, having an aggregate tonnage of 171,000; and in 1870 the number of vessels was 1,812, and the aggregate tonnage 213,514. Many schooners now, as you well know, are larger than the largest ships of the olden time, when our commercial fame was most marked. And that the port of Salem is still considered of some consequence, and its advantages appreciated, is evinced by the fact that the government is now expending \$35,000 in the establishment of additional lights to guide the mariner who may seek an entrance to its anchorage. Of the facilities it still offers, none know better than the members of this society.

That there is a bright future for our city, that she will increase in population, in extent of territory and in material prosperity, we trust and believe; but her citizens have turned their energies to other pursuits, and of her commercial future, especially as regards her foreign trade, we cannot speak so hopefully, but we can say proudly the past at least is secure.

But I fear you have already been detained too long, and in closing allow me to give you as a sentiment:

The Salem Marine Society—Venerable in years; intimately connected with the brilliant record of the commercial fame of Salem; beneficent in its charities. May its second centennial find it still flourishing in a green old age, with the ancient port invigorated by more than its former glory.

6. *Our Absent Members*—Whether at sea or on shore, whether in sickness or health, whether in prosperity or sorrow, on this, the day of our rejoicing, we have them all in our hearts and memories.

Deputy Master Captain George Upton, being called upon, replied:

To *that* sentiment, Mr. Chairman, we can all respond. Those of us who are present to take part in the celebration of

this Centennial Anniversary, will naturally bring to mind the remembrance of our absent friends. In a society like ours, where so many of its members are, by their calling, away from home and separated by old Neptune's barriers, it is befitting that we should hold them in remembrance.

7. *The Salem Press*.—Though we, as sailors, *generally* believe in a *press* of sail, we do not believe in a *press gang*; but the press we toast today, though not allied to the one, has certainly none of the objections which pertain to the other. May it always, in its just and independent action, be the safeguard of our liberties.

N. A. Horton, Esquire, of the Salem Gazette, responded in his usual happy style, which elicited much laughter and applause.

Volunteer sentiments followed, one to the Committee of Arrangements, whose efforts had been so satisfactory and successful, being responded to by Captain Joseph Osgood, who concluded by proposing "The Day we Celebrate."

John Webster, Esquire, read a sprightly parody on Hiawatha, full of pleasant hits, which, he said, had been forwarded to him by a friend for that purpose.

Among the letters read, was one from Ripley Ropes, Esq., a member now residing in New York, who concluded his reply to the notification thus:

"What an aggregate of good has been accomplished in a quiet, unostentatious way, and how many prayers of gratitude for the same have gone up to the Heavenly parent since Jonathan Gardner, Jr., John Ropes, Samuel Webb, and their worthy associates procured, *one hundred years ago*, from the Legislature of Massachusetts Bay, the Act of Incorporation.

"That this spirit still abides, is manifest in the determination of your committee that every living member within reach shall be invited to partake of the pleasure incident to the keeping of this memory day.

"Come together *as one* in the spirit of Faith and Charity. Renew the vows made at the beginning, one hundred years ago, that the strong shall ever come to the help of the weak. Then will the good work continue, and the blessed memories of the Marine Society in my dear old Home never fail or fade.

"Assess me what in your judgment is proper, as my contribution to the perfect success of the Centennial, advising me of the amount, when I will immediately provide for its payment.

Very truly yours,

RIPLEY ROPES."

The exercises were concluded with the singing of "Auld Lang Syne," the Band accompanying, the members and guests joining hands and uniting in chorus.

During the dinner hour and between the sentiments and responses, fine music was furnished by Upton Brothers' Quadrille and Serenade Band, which added greatly to the enlivenment and enjoyment of the occasion.

The celebration was a great success, and in all respects worthy of the memorable event it was designed to honor.

SALEM, MASSACHUSETTS, OCTOBER 27, 1921.

MINUTES AND EVENTS IN THE CELEBRATION OF THE ONE
HUNDRED AND FIFTIETH ANNIVERSARY OF THE FOUNDING
OF THE SALEM MARINE SOCIETY.

On Thursday, October 27, 1921, there was held in its comfortable rooms in the Franklin Building, overlooking the old historic Salem Common, the one hundred and fiftieth anniversary of the formation of the "Salem Marine Society," or as it is legally known, "The Marine Society at Salem in the County of Essex, in the Province of the Massachusetts Bay in New England."

Preparation for the event had been in the hands of a competent committee and the result of its work to make the occasion a memorable one, was attested to and appreciated by all who were able to take part in it.

The celebration of an anniversary of any organization covering such a long period of existence, means that its record has been one of progress, success, careful administration, strict adherence to its original policies and principles, and an unflagging interest in carrying out the work handed down by its founders.

Today, the Salem Marine Society occupies a place in the list of organizations in our good old city, which commands the respect, the confidence and the admiration of its inhabitants. For all these one hundred and fifty years its affairs have been managed with but one object in view, the assisting in a financial way of those whose misfortune compels them to seek and accept such aid as it is in the power of the society to give to the descendants of present and former members. It has been a great satisfaction to have done this, and those of our members who have completed their last

voyage, must look down on our efforts—if that privilege is accorded them—with a great degree of complacency and approval. In looking over the membership roll of five hundred and ninety-one listed since its formation, we find the names of almost all our old merchants and ship owners, and the large majority of our shipmasters. Membership in our Society was restricted to shipmasters and ship owners.

We believe, and shall claim until that claim is disputed, that we are the second oldest marine society in the United States. The first in the world of that nature is the Boston Marine Society, incorporated in 1742, and still a most successful and flourishing organization, having headquarters in the city of Boston.

Without ostentation or publicity our work has been carried on with the same skill and judgment which becomes the second nature of those who have navigated vessels to all parts of the world, and, carrying out the same methods, the members gathered in our meeting place at the usual hour of 3 o'clock P. M., on a pleasant October afternoon, to observe with proper ceremony this most important event. Five out of the twelve original members were present: David N. Pousland, who has been a member 44 years; Walter H. Trumbull, with a membership of 35 years; Captain Edward B. Trumbull, with 34 years to his credit; Captain J. Clifford Entwisle, with 32 years; and Henry P. Smith, with 23 years.

The "Cabin Boys," being sons and grandsons of former and present members, who have lately been admitted to attend the councils and deliberations of the "After Guard," certainly proved their interest and loyalty and the wisdom of giving them membership, by a very creditable attendance. Of the nineteen who have been elected, there were present: Charles F. Allen, Atkins H. Bates, Albert Goodhue, Lawrence W. Jenkins, Arthur R. Millett, Henry C. Millett, James Duncan Phillips, Stephen W. Phillips, Arthur P. Pousland, Henry K. Roberts, and John G. Waters. The presence of these new members was very gratifying, as it

indicates that the affairs of the society will be in good hands and its objects receive the same careful attention as in the past, when the old "shell-backs" have made their last voyage.

The following officers and committees were elected:—Master, Captain Edward B. Trumbull; Deputy Master, David N. Pousland; Treasurer, Captain Edward B. Trumbull; Clerk, Captain J. Clifford Entwisle; Committee on Finance, David Pingree; Committee on Distribution, David N. Pousland; Committee on Franklin Building, George H. Allen, David N. Pousland; Agent for the Franklin Building, Captain Edward B. Trumbull; Agent for Insurance, Captain Edward B. Trumbull.

After the formal preliminaries had been disposed of, the question was discussed as to the advisability of making a distinctive feature of the occasion, the conferring of Honorary Membership on someone who had by his contribution to the public good and welfare commended himself to universal recognition. Preferably we desired a Salem man, because there never was a time when a native of Salem had not been prominent in some work or invention that became a benefit to all mankind. The unanimous choice for this distinction was Ralph C. Browne, whose contribution to the world at large was the electrical device that he thought out and manufactured for the American Government, which successfully blocked the German U-boats in the North Sea and made such ports as Zeebrugge and Ostend useless to the German fleet. It was a simple affair but wonderfully effective, a contrivance of electric apparatus floating in the ocean just below the surface of the water, which when struck by a passing warship would explode by contact the death-dealing mine planted at the bottom or in the depths of the sea. It was doubtless the most important invention of the World's War.

There was also one other person mentioned for the honor. One who for years had sole charge of keeping in touch and publishing in Salem papers, the movements of Salem ship masters, quite a number of whom were in active service and whose arrival and departure from foreign ports, and whose

arrival in a home port, was of great interest to relatives and friends in Salem. He had also been a faithful chronicler of all marine events interesting to Salem people, a staunch friend of our Society, and a privileged visitor to our comfortable rooms. One who was always welcome to use our "latch-string,"—George G. Putnam. His name was proposed and with unanimous and hearty acclaim he was formally voted into membership.

ADDRESS OF THE MASTER

At the conclusion of the regular business, the Master, CAPTAIN EDWARD B. TRUMBULL, congratulated the members on the large attendance, which augured well for the future of the Society. He then delivered the following address:—

To the Members of the Salem Marine Society:

Fifty years ago, June 8, 1871, the centennial anniversary of the Salem Marine Society was observed by a dinner at the Essex House. Captain Nathaniel Brown, Master, then mayor of the city, presided, and the pleasant dining-room was prettily decorated with tablets handsomely inscribed with the names of various benefactors of the society, arranged around the room, and portraits of Dr. Nathaniel Bowditch and Captain Nathaniel West were hung upon the walls. Eloquent speeches and letters added great interest to the At the close of an address by the late Charles S. Osgood, Esq., then deputy collector of customs of the District of Salem and Beverly, he gave the following sentiment:

"The Salem Marine Society—venerable in years; intimately connected with the brilliant record of the commercial fame of Salem; beneficent in its charities. May its second centennial find it still flourishing in a green old age, with the ancient port invigorated by more than its former glory."

A faithful transcript of that centennial meeting was made by the late Hon. Charles W. Palfray, then editor of the Salem Register, who was present, and who also printed in his paper a history of the society. That history has been preserved in book form, and members who have not received

one may obtain a copy upon request. I shall not make any lengthy remarks tonight; but shall call your attention to a few excerpts from that history.

The Society was instituted in 1766, but the first corporate meeting was held on June 8, 1771, just a century before the gathering took place in the Essex House.

Concisely stated, the object of the society founders was to afford relief for disabled and aged members, and it has ever been true to its motto, "Where virtue reigns the unfortunate find relief."

The society early turned its attention to navigation and commerce. In 1792 a memorial was addressed to Hon. Benjamin Lincoln, collector of the port of Boston, looking to the erecting of proper buoys and lighthouses in the harbor, the society having then already paid \$401 towards that end. A lighthouse on Cape Cod was next considered, and with the Boston Marine Society, immediate application was made to Congress, and that body subsequently made provisions by appropriating certain sums toward that end. It may be said, without fear of contradiction, that much valuable work was accomplished by the society, in which the members of the East India Marine Society joined.

I must tell you that there is preserved today an original subscription paper, dated July 8, 1791, which recites in substance as follows: "From the many accidents that have happened and frequent mistakes made by vessels coming into this port in the night and in thick weather for the want of a landmark to ascertain Baker's Island, so called, we the subscribers agree to give for the purpose of building a Beacon on the Northernmost part of said Island the sums by us subscribed, and will pay the same into the hands of the following gentlemen: Capt. Benjamin West, Capt. Simon Forrester and Capt. William Orne of the Marine society for the purpose of prosecuting any person or persons that may in any wise injure or destroy the same."

I might go on and tell you about the charitable work of the society and the untold good that it has done; about the service of its members in the Revolutionary war; as priva-

teersmen in the War of 1812, in the navy during the Civil War, and of its response to all calls when the country needed its services. I might further tell you of its members charting unknown seas, of the illustrious service in every field, but that is recorded in the official volume of the society, of which I have before spoken, and to a copy of which you are every one entitled.

I have spoken of the celebration of fifty years ago, but let me briefly allude to some of the earlier meetings. They were held at the homes of the members, or in taverns, or in public halls, until the Franklin Building became its permanent home. Mr. Palfray wrote in 1871: "In the early days of the society, and down to within, say, forty years, according to the custom of the period, it was usual, as we judge from the records, to have some refreshment at the monthly meetings,—perhaps a bowl of punch, or something of the kind, when liquors were purer and more reliable than the vile compounds of our time. The scores were paid on the same evening. Thus, we find in 1783, that cash paid for "the Reckoning" was £2, 7s, 6d; and subsequently such entries as these : Cash received more than paid for the reckoning at Capt. Webb's, 3s, 4d; do. do. more than paid Webb's bill, 8s, 2d, &c., &c. The indulgence, however, never appears to have been excessive, "the reckoning" varying from less than a dollar to two or three in the last century, and seldom exceeding five after the society had much increased in numbers, even down to 1833, since which we find no trace of the practice.

So, gentlemen, following in the wake of the early members, I ask you to partake of "the reckoning" that has been prepared for you this evening.

The address of Captain Trumbull was received with great attention by the members, and his allusion to "the reckoning" of former days which he invited them to participate in, had a most quickening and reviving influence, and it was distressing to be told that the clerk had prepared a paper which he desired to read. So those present settled themselves

again in the comfortable chairs with a resigned expression and a manner which clearly said, "Make it short."

The clerk, CAPTAIN J. CLIFFORD ENTWISLE, then read the following paper:—

THE CLERK'S ADDRESS

Fifty years, three months and eighteen days ago, there was commemorated in Salem, at the old Essex House, the one hundredth or centennial anniversary of the first act toward incorporating this society. The petition was dated April 12, 1771, but an examination of the records at the State House shows that the final Act of Incorporation was not actually passed by the Legislative body in response to said petition until the following year, and on April 14, 1772, the Act was passed to be engrossed. Unfortunately, the original copy of this Act has been lost, and the above dates were procured from the records at the State House.

The petition referred to, prayed that the name of the society be "The Marine Society of Salem in New England (or such other name as Your Excellencies and Honors shall think fit)." When the Act was finally passed, the name given was "THE MARINE SOCIETY AT SALEM IN THE COUNTY OF ESSEX, IN THE PROVINCE OF THE MASSACHUSETTS BAY IN NEW ENGLAND," and it so stands today, but for years this long title has been somewhat abbreviated and we have called ourselves, "THE SALEM MARINE SOCIETY," which title is considered definite enough to satisfy all purposes.

Following the procedure of our members at the one hundredth anniversary, we decided to commemorate the one hundred and fiftieth birthday of our society by a social gathering to be followed by a banquet.

This meeting of October 27, 1921, will be recorded on the records of our society for the information of those who may come after us, but we fear, a recital of our activities since 1871 will in no way compare with the history of this society which was so fully prepared and so ably presented at its

one hundredth celebration. The stirring events of the first one hundred years will not be duplicated in our own personal history during the past fifty years, and yet, what a wonderful period it has been, and what startling and important changes have taken place, and when we consider for a moment the contemplated discoveries and improvements, it appears to be almost impossible of fulfillment.

Our fellow members of fifty years ago would be amazed and confounded, could they spend a day with us in this more than busy period; and yet the changes have come along so gradually that they have been absorbed with very little comment and no very great impression has been made upon us.

We call it the age of progression, and seem surprised at nothing. At the present time we seem to be expecting a surprise, and we never feel confounded by the revelation of science and its application to our daily needs and wants, and yet, so far as we are concerned, our interest lies not so much in startling discoveries, as in the advancement and deterioration, as we might say, of sea-faring conditions, provided it be possible to advance and retreat at the same time. In no profession has such drastic changes been made as in maritime affairs. In fact, we might say the profession as it was known in 1871, no longer exists. The great fleet of white-winged beauties of which we were so proud, has perished from the face of the earth, or nearly so. The full-rigged ship of those prosperous days would be a genuine curiosity to many of the present generation. For the last fifty years Salem's sons have had no desire to follow in the footsteps of their fathers. One reason perhaps is that the sailing craft became fewer and fewer, with no additions, and other professions offered better and more lasting inducements to the young men. All the memory or recollection many descendants of sea-faring men have today, is a picture or painting of what was the idol of their forefathers. These mementos are in all cases carefully preserved and given a prominent place on the walls of the home, but the

salty flavor that naturally permeated the homes of our former members has grown steadily weaker, until in many cases it has disappeared entirely and another aroma has filled the atmosphere, and yet there is a great deal of pride expressed in referring to members of the family who have passed away, as having been hardy and intrepid mariners.

The merchant marine, as we view it, will never be revived. The ability and courage needed and displayed in successfully piloting a vessel thousands of miles across the wide and turbulent ocean, will never be in evidence again. No doubt we will have more or less sea-going vessels, but their motive power will not be the shrieking wind, but the energy necessary to get them along will be developed deep down in the bowels of the ship, where formerly quietly rested rum and molasses, and which needs only the ringing of a bell to call it into activity.

The master of one of these craft that respond to the tones of a mechanical device, may have cause to be proud of his position and vessel, and naturally so, but it bears no comparison to the position of ship-masters, of which this society was composed. Men who were gifted with courage, judgment, coolness, business ability, daring, and numerous other qualities that enabled them to take the craft entrusted to their care and proceed to the uttermost parts of the world, oft times surrounded by indescribable dangers, sailing through seas imperfectly charted and reaching their destination without mishap.

The financial responsibility that they assumed was very great. Entrusted with large sums of money, in addition to returns from cargo delivered, they had to invest these sums in the purchase of articles and commodities in distant lands which could be profitably disposed of upon their return. The modern banking methods of exchange were unheard of. Cables were not even dreamed of. The ship-master stood alone, and his business ability must equal his skill in being able to get his vessel from port to port without mishap. The large ship-owner of former years never would have been able

to enlarge his worldly possessions and lay up wealth if he had not had an untiring, faithful and competent master in his vessels. To him was given the hard, hard life of the sea with its many dangers, while the ship-owner could sit in luxury and enjoy the profits of his venture, made possible by the captains whom he employed. Few can realize what it meant to be a successful shipmaster in those early days.

I can conceive of no greater satisfaction than that which one feels at the completion of a long, tedious and dangerous voyage to the far distant East; and the shipmaster who has brought his vessel to the desired port may be excused if he exhibits a little self-conceit in his ability. With such men has this society been connected. The profession which they espoused is slowly becoming obsolete, and for some years the holy-stone, the marlin-spike, the fid, the sail-making, setting up the rigging, turning in dead-eyes, splicing, and many other traits of the profession have slowly but surely disappeared, until all that is left now is the swab, paint-pot, and brass-cleaning substance that a most inferior person might be able to use or superintend.

We deplore the passing of our full-rigged ship, and yet we are compelled to keep abreast of the time and with the changes that have taken place comes also the changes in our life and mode of living. As the ships became fewer and fewer it found the former ship-master without employment, and it is more than twenty-five years since we had a member who was actively engaged in navigating the vessels at sea. Though the ships died, the ship-master still lived, and it became a problem with him how the wolf might be kept from the door. His experience at sea stood him in good stead, and in many cases he was obliged to enter a new profession or a new business, and in looking back over our membership, we find great success attending the endeavors of the trained sailor to compete with his more experienced brother on shore. His sea training helped him in many cases and made it less difficult for him to adapt himself to new conditions. In fact, the sailor had many qualities that

his brother on shore lacked. He was not afraid to assume responsibility. He had confidence in himself, gained by a successful sea experience. He recognized few obstacles, and never hesitated to tackle the most unpromising matters. He was fearless and courageous. He was self-reliant but never boastful. He was quick to grasp a situation and decide on a course of conduct. He was determined and, we might almost say, obstinate. All these qualities had been acquired from his sea experience, and, while it might have come hard to be a subordinate and take, instead of give, directions and orders, he adapted himself to his conditions and circumstances, and the former deep-sea sailor-man became the successful landsman. In looking back over the membership of this Society for the past fifty years, we find many cases of this transformation and, so far as we know, no record of a failure has been recorded.

It is not our purpose to cite individual cases where our members became successful business and professional men. We are proud of this particular record of our members of fifty years ago, and also proud of the active sea record they left behind. We admit with regret that our mission in life has been changed and our interests lie in other directions. We also regret the depletion in our Society, so far as men with sea-faring experience goes. We must bow to the inevitable and meet conditions as they exist. We will forever be known as "The Salem Marine Society." The many purposes recited in the Act of Incorporation, are impossible of fulfilment today. We cannot "improve our knowledge of this coast by the several members, on their arrival from sea, communicating their observations, etc., so as to make navigation more safe, but the provision "to relieve one another and their families in poverty and other adverse accidents of life," is a requirement of the Act that we can still live up to.

The amount of our benevolences for the past fifty years is not to be considered in so many dollars and cents, but it has been a most generous sum we have been able to dispense, not as a charity, but as a gift made possible by the shrewd foresight of earlier years and the generosity from time to

time of our members and friends. No call for aid has been disregarded, and the committee on distribution are welcome visitors to twenty-five beneficiaries who at the present time are entrusted to their care. In 1871, the invested funds amounted to \$60,000.00. Today we have equally as large an amount, exclusive of the Franklin Building and its value and income. Our first gift was made in 1767, when a needy widow of a former member received eighteen shillings. "The box," as the fund was then described, is still in existence, and, outside of the distributing committee, I think I can truthfully say no member knows who are receiving assistance, and what is more wonderful, no curiosity has ever been in evidence to have the list scrutinized. A record is made of our beneficiaries and the amounts donated to them, but no member has ever been known to request to see the record. We have been asked many times by charitable organizations in Salem, to make our list of beneficiaries public, so that the other societies giving aid may see who are being helped; but we have always declined and informed those asking for such a list that we were not a charitable organization and did not dispense charity. Ours was a gift made possible through certain invested funds. Even at the State House in Boston we have been requested to furnish such a list. We have given the same answer, and while incorporated by an act of the Legislature with an expressed provision as to assisting the needy families of our members, our statement has never been questioned. At present we do have to make an annual return of our receipts and expenses, with the amount only used in helping our beneficiaries, but not giving the names.

The amount distributed for the first one hundred years was \$82,045.00. During the past fifty years we have distributed \$185,284.00.

Five hundred and ninety-one persons have joined the society since its existence, and out of that number only twelve remain. The oldest living member is George H. Allen, who joined November 29, 1869, having been a member nearly fifty-three years and being the only member who was living when the one hundredth anniversary was celebrated.

David Pingree, the second oldest member, joined October 30, 1871, after the anniversary had been held. The remainder of the twelve members and the date of their joining is as follows:

David N. Pousland, November 5, 1877.

Samuel V. Goodhue, November 7, 1883.

John P. Felt, September 29, 1884.

Walter H. Trumbull, April 29, 1886.

Edward B. Trumbull, July 29, 1887.

Dudley L. Pickman, March 25, 1889.

J. Clifford Entwisle, October 29, 1889.

Edward W. Harkness, October 30, 1893.

Henry P. Smith, October 27, 1898.

Leonard A. Bachelder, October 25, 1900.

At the one hundredth anniversary there was living one hundred members out of five hundred and fifty-one that had joined. Since 1871, but forty members have joined and twenty-eight have died.

It is impossible to make any reference to our membership individually. They have been of the same sterling quality that made up the membership during the first one hundred years. However, we feel compelled to make special reference to two of the officers of the Society, who gave to it long, faithful and efficient service. Captain William B. Bates, clerk for twenty-five years, and Captain Nathan H. Millett, treasurer for thirty-one years. Both of these splendid specimens of the old-time ship-master actually wore themselves out in active service.

The work of Captain Bates is specially recognized in the records, because it was he that conceived the idea of collecting the pictures and photographs of the members. How well he did this work is evidenced by the album now in our room, which is treasured beyond all things else of our possessions.

It is interesting to read over the old records; they are so concise and free from any attempt to pad them. They resemble the old log book of a ship. A record of simple facts with no explanatory remarks. In many cases the entry is simply, "No quorum, meeting dissolved, fines collected." One reason for the lack of a quorum was that meetings were held monthly. This existed until June 30, 1887, when quarterly meetings were established. The fine of 37½ cents for the absentee was duly enforced, and at one meeting it shows the sum of \$386.25 was received from delinquents. The fines were levied until quite recently. I had the pleasure of paying fines for nearly two years. How a fellow could attend meetings and be off on a long voyage, was no concern of the Society, so absence from home did not excuse a member. In 1894 I had the temerity to offer a suggestion that the section of the by-laws relating to fines be abolished. It received scant recognition and the records show it was "laid on the table," where it still remains. However, it was tacitly understood later that the by-law relating to fines would not be enforced, and are not now demanded. We still have two members on our roll that are eligible, if that is the correct word, to fines, and the provision is still one of our by-laws.

The question of perpetuating our Society became a vital one, in view of the fact that no new members were available and there was no prospect of ever having ship-masters in Salem. In 1906 this matter was taken up at a meeting and a committee of two appointed to consider it. This committee mulled along until the membership became more and more depleted. At a meeting held in January, 1917, a more active committee was appointed, and in January, 1918, an amendment to the by-laws was offered, by which the sons and grandsons of former members could be admitted, and this amendment became effective in April, 1918. Since that time, we have taken in nineteen members whose fathers or grandfathers were former members, and the old-timers can sit back and feel sure that our policy will be carried out when we are forced to answer the last call. One of these

nineteen has passed away, George Lockhart Allen. The others are as follows:

Arthur P. Pousland	David N. Pousland
Frederick G. Pousland	Robert W. Strout
Charles F. Allen	Henry C. Millett
Arthur R. Millett	Arthur W. West
Henry K. Roberts	J. Bertram Ropes
Albert Goodhue	J. Duncan Phillips
Stephen W. Phillips	John G. Waters
William H. Eagleston	Walter H. Trumbull, Jr.
Atkins H. Bates	Lawrence W. Jenkins

This poor and inadequate sketch of our past fifty years of existence would not be complete if we failed to make some reference to our adventure in the religious world. Captain Henry Barr died in 1836, and in his will he provided, in case of his daughter dying childless, that his estate at the time of her death should be given to the Salem Marine Society in trust for the purpose of erecting a Bethel. Of course, the good captain never realized that conditions would change from what they were in 1836, nor that his daughter might live to a good old age. Both these conditions existed at the time of her death, which occurred in 1888. She was the wife of one of the most lovable and devoted citizens of this city, Francis Cox. There never were any children, so the terms of the will were made known and the knowledge of its provisions dropped like a bomb-shell into the meeting of the Society. It was a matter of considerable discussion for some time. The very idea of old sailors presuming to set up a meeting-house and endeavoring to get "before-the-mast sailors" to attend its services, was preposterous. The language used in discussing this proposition (outside the regular meeting) was more forcible than eloquent. There happened to be an established bethel in Salem on the corner of Derby and Turner Streets, an orderly and well conducted place. The leaders in that bethel were astounded when they heard of the bequest. They were very indiscreet,

and had they been a little more careful in their remarks regarding the ability of old ship-masters to navigate a craft of the bethel description, the trust might have been turned over to them to enlarge their work. But the story goes that they belittled the ability of our members to engage in such a business and ridiculed the idea. They petitioned for the fund, and ran up against a strong opposition. They were informed that nothing could be done until the Salem Marine Society had declined to accept the trust. Give it up! Not by a d— sight. Those old fogies would be given the surprise of their lives, and they had a great deal to learn about the ways of running a meeting-house, so the various expressions ran. The outcome of the business was that the trust was accepted by the Society, a bond of \$40,000.00 was given, and the sum of \$25,931.24 was turned over to the Society and the erection of a building was authorized. As if adding insult to injury, a site was selected at the foot of Turner Street, only a very short distance from the rival bethel. The committee having the matter in charge was Henry W. Peabody, Capt. Nathan A. Bachelder, Capt. George R. Lord (who was the most prominent in saying “not by a d— sight”). Later, Capt. John Mullen and Capt. Charles Beadle were added. In July, 1890, the bethel was completed with an expenditure of \$4,419.20, with \$500.00 added for furnishings. The dedication took place on Sunday, July 13, 1890, with a full house. The committee certainly made a success of it as a place of worship, but decidedly fell down as regarded the attendance of sailors. In the first place, there were scarcely any sailors in the harbor and no facilities provided to get any from the vessels who might want or need religious instruction. Captain Mullen and Captain Beadle graduated early, and their places were filled on the committee by myself and Walter H. Trumbull, two good candidates for religious instruction. Captain Lord remained on the committee but was very inactive. In fact, Walter Trumbull became very lukewarm and at last an out-and-out backslider. He did not exactly get a diploma for constant attendance. He considered that he had received sufficient

biblical instruction to make him a very passable Christian. So that the management fell largely on Mr. Peabody, Captain Bachelder and myself. Mr. Peabody kept the pulpit supplied in a most non-partisan manner, all denominations receiving a fair chance to expound their theories. Captain Bachelder saw that we never lacked in regard to the musical part of the devotions and incidentally acted as sexton and first usher, while I looked after the funds and saw to it that neither minister nor choir went away uncompensated. All denominations had the same chance to air their creeds and beliefs. Many church choirs made the place melodious at so much per, and the attendance was most satisfactory, each minister and choir bringing a certain following and many non-churchgoers attending to hear the different theories and truths expounded. All went well for ten years or more, with only an occasional dissenter in the Society. These dissenters seemed to have sown the most productive seed until, after many murmurings, the movement of unrest developed. The committee many times endeavored to get these dissenters into the bethel, believing thereby that they would have a change of heart. The climax came in January, 1902, when it was voted, after a somewhat warm discussion, and only by vote of seven yeas and four nays, to give up the trust and recommend that it be turned over, not by any means to the rival bethel, which by the way had also prospered, but to the Young Men's Christian Association of Salem, and in October, 1903, we surrendered everything and acknowledged ourselves defeated. The Y. M. C. A. made a brave attempt to run a real bethel. They had a launch which called alongside of vessels in the harbor and solicited the attendance of the A. B.'s on board who thought they needed some religious entertainment. They met with some opposition in these cruises after candidates, by the captains asking if members of their crews were allowed to go ashore and attend these services that the Y. M. C. A. would be responsible for their return in a condition to continue their work aboard the vessel. Of course this was beyond

the ability of the representatives of the Y. M. C. A. to promise, and on almost all occasions the launch returned to the bethel landing without a cargo. After some few years of this effort, the place was made into a sort of clubhouse, but this requiring considerable personal attention it was given up. Finally, the property was taken over on the order of the Probate Court for use as a community house, which purpose it serves today. I always maintained that, with a little effort, our Society might have had the trust turned into cash and, through the Probate Court, given into the treasury. And so endeth the venture.

The activities of our Society, as I have said before, have for many years been centered in looking after our beneficiaries. However, we have found time and opportunity to get interested in a few matters relating to maritime affairs. We have several times exerted our influence, such as it might be, in getting completed the Sandy Bay Breakwater off Rockport, behind which vessels sailing up and down our coast might find a safe refuge in the winter time. A vast amount of money has been spent on this work, but for some years no work whatever has been done. As it stands today, it is more of a menace to navigation than a help. Interest in its completion has fallen off, and it is a question whether our government ever completes it. We were also very much interested in having Salem Harbor dredged a few years ago and petitioned the government to begin this work. A seaman's bill and a pilotage bill before Congress, received our attention some years ago.

There seems so little that we can do as a Society, but we are always willing to take up any matter relating to marine affairs. We are handicapped at present on account of our lack of seafaring men as members. There are but three of us left of all the large number who have been members. Two of us are occupied with other matters, as we can give but little time to such affairs. Our other seafaring member, Captain Harkness, has been away from Salem several years and is far from active at present. Again, we are ageing,

and while our spirit still is willing our flesh fails at times to respond to our wishes and desires.

A perusal of the historical sketches compiled at the one hundredth anniversary, reveals much of interest and is a most valuable history of our former activities. Our interest in local lighthouses is set forth in detail, and shows that we were alive to the necessities required in careful navigation. Our patriotism is of the same high order as that which actuated our fellow-members in the Revolution and Mexican Wars, and also in the late Civil War, as fully recorded. Thanks to a generous doner, we now have a home of our own and are not obliged to meet in various residences and other places, as in the olden days. We have not been called upon to attend as a society, any procession or gathering to commemorate some public event. We go about doing what our hands find to do and try to carry out the purpose for which we were founded. We acknowledge the efforts of our predecessors to perpetuate our history by giving of their time and means, and the walls of our meeting place are filled with framed acknowledgements of their generosity. The smallest gift was as welcome as the largest, because each represented the spirit of willingness that actuated them in adding to our fund.

If these four walls could speak, what a revelation they would make. What interesting matters would be recorded. Sailors, as a rule, are not boastful creatures, but when assembled together, with no outsiders about to listen to their tales, their powers of speech relax, and the one who can holler the loudest claims attention, though perhaps he may not be the most interesting talker. The yarns that have been spun here would make one stand up and take notice, because their feats of different degrees of activities could never be duplicated, and the manner of telling them could never be imitated. Would that a dictaphone had been invented and installed here. Still if that had been possible, the voice and emphasis, an important part of the yarn, would be sadly lacking, so perhaps after all it would only be a poor substitute for the original.

One event stands out most prominently in our history. It is the part our Society took in the visit of the Scout Cruiser "Salem" to our City. We, in conjunction with the East India Marine Society, certainly have reason to be proud of that occasion. The entire week of that visit was a busy one for our members, and the commander of the "Salem" and his officers were most grateful for the incessant attention they received. Our gift to the cruiser of a handsome marine clock, was most acceptable.

And now our watch is most up. Eight bells is about to strike, and this rambling and uninteresting yarn is about to end. There is much that one could say, and perhaps other events of greater interest might have been recited, but this is not a college celebration. It is the celebration of an anniversary of a Society that has been composed of the brawn and muscle of the community. Men who dared everything; suffered much physical inconvenience; faced dangerous situations without faltering; underwent many privations and hardships; served their masters with the utmost fidelity; gave up family ties and social festivities; encountered disease and sickness; braved the elements without flinching; opened up new avenues for trade; made the name of America familiar to the inhabitants of the most distant countries, and carried "Old Glory" to every sea on the globe.

And now, my friends and fellow members, let the two "shell-backs" say a few words in parting. We have no sailing directions to offer, no course to give, and no chart to assist you. There is a certain amount of saltiness in your composition; it is necessarily so or you would not be here, the sons of your fathers. Continue to follow out the purposes for which we were founded. Hew true to the line; allow for a certain amount of lee-way and adverse current, but keep to the course that has been followed for the past one hundred and fifty years, and ultimately you will reach your final destination. We have not the slightest doubt of your ability to carry this good craft along, and while you may drift on a lee shore and the breakers appear under your lee bow, use your utmost endeavors to "claw-aff," and may you always

find sufficient water under the bottom of the craft to keep her afloat.

We leave with a sacred trust, the fulfillment of which will call for the best that is in you. Our last expressed wish is, that the Salem Marine Society may have many prosperous years ahead and that its glory may be reflected in the future with as much brightness as it has been in the past.

The paper was listened to by the members with quiet attention, and at its conclusion, the clerk apologized for its brevity, and regretted that he had not been able to record a more complete history of the society for the past fifty years.

The long-anticipated "reckoning" was then the order of the hour, and we can assure you there was nothing "dead" about it. "Dead reckoning" at sea is always a guess, and mostly a good one, of the position of the ship when no observation of the heavenly bodies has been possible. But on this occasion, there was nothing left in doubt. Those present knew just where they were and what they were there for. A most social "get-together" time followed. The "Cabin-boys," the "After-guard" and other semi-"shellbacks" fraternized in a most unheard-of manner. The "shipmaster" swallowed his "quarter-deck" dignity and listened attentively to the afore-mentioned "cabin-boys" as they rehearsed the feats of their web-footed ancestors, handed down to them from time to time through members of their immediate families. They proved themselves "chips-of-the-old-block," and gave further evidence thereby, of their interest in the Society of their forefathers.

We had as our guests, Captain James Gurney, President of the Boston Marine Society, and one of the few remaining "square-rigged" shipmasters, and Captain J. Frederick Johnson, a member of the Salem East India Marine Society, also a "square-rigger."

Never in the recollection of the members has the old meeting room on the Common resounded with such hearty and genuine jollification. But time, that relentless reminder that we cannot stand still, and the ebbing tide in the "reckon-

ing" receptacle, called our attention to the fact that we were approaching the end of another "leg" on our course, and if we desired to avoid running on a lee shore, it was time to give the order, "ready-about," so as to advance towards the haven of our destination, for we were far from the end of our festivities.

In perfect order and with unbroken ranks, we sallied forth from the room of pleasant memories, and having been given a course of "north, a little easterly," we proceeded along the historic training field, now known as "The Common," and brought up at the corner of Washington square north and Mall street. It was fitting that this place was to be our last port of call in the celebration of our anniversary. The house now owned by the Salem Club, was owned by George Peabody, once interested in many Salem ships, sailing to all parts of the world and commanded by Salem shipmasters. While Mr. Peabody does not appear to be enrolled among the ship-owner members of our society still he was an important factor in its history.

A banquet had been provided as a most fitting climax to the observance of a most important event in the history of our society. The tables were laid in the second story of the club house, and were most tastefully embellished with Halloween favors and beautiful flowers. The steward, Mr. Horton, had exhibited much artistic skill in making the surroundings attractive, as well befitted the occasion.

Place cards designated just where each participant was to be seated, and after many expressions of admiration, the places were occupied. Before each plate was a most unique bill of fare, or as it was fittingly called, a "Grub Bill." On the outside cover the seal of the Society was impressed, surrounded by a circle of rope which was tied with a "square knot." "1771-1921" told the story of one hundred and fifty years of existence, and the name "Salem Marine Society" was stamped in old English letters. On the inside cover was the following inscription: "Dinner at Salem Club, Washington Square, Salem, Mass., Thursday, October 27th, 1921, in Celebration of the One Hundred and Fiftieth Anniver-

sary of the Salem Marine Society." On the inside pages the important part of the banquet was recorded, and herewith reproduced for the benefit of those who will never experience the conditions and circumstances which are recalled by the numerous nautical terms and phrases.

1771

1921

SALEM MARINE SOCIETY

GRUB BILL

HOLD SWEPT - LIMBERS CLEANED - DUNNAGE LAID

"For the Ground Tier"

Oysters on the Half Shell

"The Sun is Over the Fore Yard"

To Our TWELVE Originals

"Fill in the Contlines"

Filet of Flounders

"Now for the Heavy Storage"

Broiled Chicken

Squash in Cups

Delmonico Potatoes

To Our Cabin Boys

"Lower Hatches Calked and Pitched"

Just to Remind You

"Ready About"

"Hard-a-Lee"

"Swing Your 'Cro-jac' Yard"

"Main Sheet"

"Fore Bowline"

"Let Go and Haul"

Now for Between Decks

Fruit Salad

To Our Web Foot Guests

"Small Stowage"

Cheese

Crackers

To Our Land Lubber Guests

"Fill in the Square of the Hatch"

Frozen Pudding

Olives

Nuts

Cake

To Our Future Prosperity

"Eight Bells"

Coffee

Cheroots

Stogies

“Lest You Forget”
 Lobscouse Dandy Funk Old Horse
 Hard Tack Duff
 “All Together”
 “Whiskey Johnny” “Reuben Ranzo”
 “Sally Brown”
 “Old Horse, Old Horse, What Brought You Here”
 “Turn In”

On another page of the bill appeared the picture of Capt. Edward B. Trumbull, Master and Treasurer of the Society, while on a further page was reproduced the features of Capt. J. Clifford Entwisle, Clerk of the Society. Both pictures were excellent likenesses—at the time they were taken—and each retained much of their youthful expression. However, no photograph of a recent date was obtainable and their friends will always be able to recognize them.

The courses were duly served and stowed away. The various nautical terms were explained to the “land-lubbers” as the banquet proceeded. Ample time was taken and “Whiskey Johnnie,” “Reuben Ranzo,” “Sally Brown,” and other rollicking sea songs were reproduced by the Master, Captain Edward B. Trumbull, and the choruses heartily responded to by all.

Time again steps in and lays its hand upon us. Much as we would desire to prolong the gaieties, the end must come at last, and the hour to “Turn-in” was approaching. After the cargo had been well stowed, all the “contlines” filled in, and the hatches caulked and pitched, the Master, Captain Edward B. Trumbull briefly addressed the gathering, hoped that all had enjoyed themselves, and wondered what the next anniversary would be like.

It was an interesting fact that at our one hundredth anniversary, the President of the Boston Marine Society was a guest, and at this anniversary we also had as a guest the President of that Society, Captain James Gurney. The Master introduced Captain Gurney, who expressed his pleasure at being honored with an invitation to such an

eventful occasion. He brought the well wishes of the Boston Marine Society and congratulated the members on having such a prosperous organization. He said the Boston Marine Society was the oldest marine society in the world, having been organized in 1742, and antedating the London, England, society by fourteen years. He briefly summarized the work of his society and stated that during its existence it had distributed \$740,000.00 and was annually contributing to the assistance of its members and beneficiaries, the sum of \$17,000.00. Its invested funds amounted to over \$300,000.00, and its membership was over 400. His statements were a revelation to many present, and all were much interested in them.

Captain J. Frederick Johnson was then introduced as a member of the Salem East India Marine Society, and extended the greetings of that society, with a hope of our continued prosperity.

Walter H. Trumbull spoke of his long connection with the society and commended its purposes and aims. Stephen W. Phillips, J. Duncan Phillips, and Lawrence W. Jenkins, all "Cabin-boys," spoke entertainingly with reminiscences and experiences of travel and residence abroad.

The end of a perfect celebration was approaching. The time to make it "Eight bells" was at hand, and with great reluctance the party broke up, each acclaiming it to be one of the most enjoyable occasions he had ever attended.

Will there be a two-hundredth anniversary? It is doubtful, unless Salem young men adopt the sea as a profession and thereby make themselves eligible for membership.

Advancing years remind us that we must lay aside most of our activities and prepare ourselves for the last toll of the bell which is the inevitable fate of mankind.

We leave this thought with our successors: "The Salem Marine Society, may its beneficence continue to cheer the path of those who partake of the contents of 'The Box,' made possible by the forethought and generosity of the hardy, courageous and farsighted ship-master and ship-owner of Salem."

HISTORICAL SKETCHES.

The celebration of the Centennial of the old Salem Marine Society, which was recently commemorated so successfully, suggests the propriety of gathering and preserving, for the use of the future historian, such facts and incidents in regard to its origin, career, and early members, as can be compiled from its records or collected from other sources. We propose, therefore, to print, from time to time, as our contribution, such fragmentary information as we may have at hand, in the hope that others may be induced to add to the stock, so that there may be ultimately put on record a valuable mass of undigested materials for the benefit of the annalist hereafter.

Before commencing, however, it may be well to supply an omission which the modesty of the Society prevented the Master from stating in his address. He alluded to the fact that one of the principal objects of the association was "to relieve one another and their families in poverty or other adverse accidents of life, which they are more particularly liable to," but he did not mention that the amount thus distributed, which was \$2,000 up to 1810, had increased to \$78,516 up to 1871, the addition of the Franklin Building Fund, which began to be operative in 1833, having swelled their means so that the annual distribution now amounts to between four and five thousand dollars—a very essential help to those needing assistance.

The association was instituted March 25, 1766, and the first printed code of by-laws contains the list of members up to that time, thirty-six in all, the last named having joined September 25, 1766. The meetings appear to have been held regularly and duly recorded from the first, notwithstanding the act of incorporation was not passed until the association had been in existence for five or six years. Among the

earliest by-laws were the following, which will be read with curious interest:—

“*Tenthly*, That no monies belonging to the society shall be let at interest, but on bond, and collateral security of land, under a good title, and without any incumbrance on it, at least of double the value of the sum lent, and lying in this province, in or as near the town of *Salem* as may be.

“*Eleventhly*, That no members of this society shall, at their monthly meetings, play or promote the playing of cards, dice or other gaming whatsoever, as it is probable the same may be of damage to themselves, or some other of the society.

“*Twelfthly*, That the members of said society shall and will avoid all quarrels, needless contentions and debates, that may tend to create animosity, or disturb the good order, peace, friendship and love, that each member should and ought to bear to the other; and in case any one or more of the society shall happen to quarrel, or begin a quarrel, there shall be three at least, or more of the society, chosen to consider of the same, and to lay such fines on he or them, that they find guilty, as not to exceed *Twenty Shillings* lawful money, nor less than *Two*.

“*Thirteenthly*, If any member of this society shall commit any notorious crime, or be a common drunkard, a quarrelsome person, disturbing the peace and good order of the society, or be guilty of any other vice, he shall be discharg'd from the society, by a vote of the major part of the members present at the annual meeting, and shall be excluded from any benefit of the box, unless he be reclaimed; and in such case he may be admitted into the society again.

“*Fourteenthly*, That if any member of this society be guilty of prophane swearing or cursing, or non-attendance of the monthly meeting, he shall for each of said offence, pay to the box *One Shilling* and *Four Pence* lawful.”

Subsequently the penalty for swearing was doubled, viz.:

“*Voted*, the 25th May, 1769, that the fine for prophane swearing should be Raisd to two shillings & Eight pence Lawfull money.”

Among the regulations adopted 30th May, 1771, was this:

“(9th) That if any member should Tattle and Discover any secret affairs of said Society shall be Deamed an unworthy member of the same.”

The Beverly members, finding it inconvenient to attend the monthly meetings in Salem, were excused from that service, but required to continue attendance on the annual meeting.

Thus, Jan. 25, 1772, R. H. Ives, Wm. Bartlett, Edmond Giles, Wm. Morgan, and Josi. Batchelder, Jr., members living in Beverly, petitioned to be allowed to hold their monthly meetings in Beverly, representing: “That their attending the monthly meeting of the society aforesaid in Salem is attended oftentimes with great Difficulty by Reason of their being obliged to Cross the Ferry it being sometimes stormy Weather othertimes Dark, and the Ice at times preventing the Boats from Passing.” Their petition was granted and regulations were made accordingly, books being furnished to them for their accounts and records, as appears from the votes and the following item in the Cash account, viz.:

“1772. Apr. 29. Pd. for a large Book for our Brethren at Beverly 10s.”

The Meetings were suspended from March, 1775, till October, 1780, although one was held February 29, 1776.

The venerable Father Cleveland, of Boston, who was in the Salem Custom House with Major Hiller from Sept., 1789 to 1802, still takes a great interest in our affairs, and writes to us as follows:

“I rejoice that in your paper of this date (Monday, 12th,) you have given so much *very interesting* matters of the Salem Marine Society. My memory takes me back to former years, when in the Custom House and familiarly acquainted with every merchant and masters of vessels from Salem. Joseph Hiller was then Collector, William Pickman, Naval Officer. and Bartholomew Putnam, Surveyor. Where are the multitudes with whom I was so intimately acquainted *seventy*

years ago? *All* numbered with the dead. Very soon will be added to this number,

Your friend,

CHARLES CLEVELAND."

It appears from a letter written in 1771, by William Lilly (No. 5 on the list), that when the society was first formed (1766), there were eighteen members, of whom he was one, and that they "studied with some pains on Rules, or rather Laws, thought the most conducive to promote harmony through the whole."

The first member who died appears to have been John Hathorne (No. 4), as, on the 25th of April, 1767, it was Voted, That Capt. Sam. Williams wait on our Brother John Hathorne's widow, and know her circumstances, and if he find occasion for relief to give her so much as he thinks proper. Capt. Williams reports that he waited upon her agreeably to the above vote, and finding her in needy circumstances bestowed on her a sum from the society's box.

Thomas Eden (No. 1) died July 1, 1768, aged 44, and before March 29, 1781, in addition to Nos. 1 and 4, of the first sixty-three members John Ropes, Samuel Webb, Israel Obear, Robert Hale Ives, Larkin Dodge, Israel Lovett, William Slewman, John Elkins, William Ward, Thos. Morong, Jacob Crowninshield, Eben'r. Ward, Jr., Cabot Gerrish, George Smith, Thos. Frye, Stephen Mascoll, James Buffinton and William Williams had deceased—twenty in all during the first fifteen years.

Capt. Samuel Williams appears to have been the first Clerk and Treasurer, and probably the Master, or President. On the 28th of July, 1768, it was voted that Capt. Jacob Crowninshield and John Derby should be a committee to wait on Jonathan Gardner, Jr., to know if he will become a member of their society and be their Clerk and Treasurer. Capt. Gardner promptly accepted the invitation and entered upon the duties. On the 26th of March, 1772, he was elected Master, Treasurer, and Clerk, continued as such until 1774, and as Master and Treasurer until his death in 1791. Upon his death, his son, bearing the same name, was elected Treas-

urer, and remained so until his death in 1821; the two acting 53 years.

From 1773 to 1790 the society met at the house of Capt. Jonathan Webb, who, like many of the old shipmasters of that day, kept a tavern after retiring from a life on the ocean wave. We recall, within a few years of this period, the names of Capts. Jonathan Webb, Samuel Richardson, David Masury, and Benjamin Webb, all members of the Marine Society, who became innholders.

On the 25th of March, 1790, the Clerk was directed to make out his notifications for the next monthly meeting to be held at the house of Capt. Samuel Robinson, and continue so to do until further orders, and to inform Capt. Webb that the inconveniency of the smallness of his room was the occasion of this removal.

Jona. Webb, in 1773 (as we learn from Felt), states that there is only one public house near the center of Salem, and desires that he may open another, which request was granted. His advertisement says that he had taken the house on the corner of what is now Washington and Church streets. It remarks that this location was formerly the noted tavern of Mr. Somerville and afterwards tenanted by Benjamin Coats. It further informs us that the house had received the name of "Ship"; and it must have been the second or third inn known by the name of the Ship Tavern.

Samuel Robinson took the Sun Tavern, at the head of Central street, in 1782. This building stood near the spot where the Essex House now is, and William Gray had it torn down about the year 1800 to accommodate his brick mansion house, which is now the Essex House. The Sun Tavern was at this latter period occupied by Jonathan (?Benjamin) Webb, son to a former keeper (Jonathan) of the Ship Tavern. After Mr. Gray removed to his new mansion, the old one was tenanted by Mr. Webb, who continued his usual sign, and removed the name of Sun Tavern to the building which many of us still remember—the Sun Tavern which was taken down in 1823-4 to give place to the Manning building, now known as the Bowker Block or Place. This house, too, it would

seem, was once the residence of our famous merchant "Billy Gray," No. 115 of the Marine Society. This dwelling was one of our most noted private abodes. It was quite an ancient structure and was erected for Samuel Browne. He left it to his son William, who advertised it to be let in 1760. Then it had brick ends and sides, "ruff cast," or plastered with lime and glass and gravel thrown upon them so as to adhere. A specimen of this composition, one panel of the building, was saved from the remains of the Sun Tavern, and is now preserved among the curiosities of the Essex Institute, being placed on the left of the passage-way to the main entrance of the lower hall. As Mr. Browne was a loyalist, this estate was sequestered at the time of the Revolution, and after it was made a tavern it so continued until its demolition.

Felt says that in 1768 the King's Arms tavern is mentioned. It was of the ancient form and the residence of Col. Benjamin Browne, a century and more ago. Subsequently William Goodhue occupied it for a public house, and when the Revolution began, its royal name was dispensed with and exchanged for that of the Sun. Perhaps some of our antiquarians can reveal the history of the King's Arms inn and the two Sun Taverns, mentioned above as occupying the sites of the Essex House and Bowker Place.

On the 26th of April, 1792, it was voted that the Marine Society for the time to come meet at the house of Capt. Benjamin Webb. He was successively the landlord of both the old and new Sun Taverns, was the father of Samuel and Jonathan, both well remembered by many of our citizens, and early in the present century retired to his farm on the North River bank in the rear of Bridge street, where his son Samuel subsequently lived for many years.

On the 26th of September, 1793, Mr. William Gray, Capt. William Orne, and Col. Benjamin Pickman were appointed a committee to find some convenient place for the society to meet in future.

On the 31st of October it was voted that, from and after the monthly meeting of October, 1793, the Marine Society

shall meet at the Hall of Gen. Stephen Abbot (No. 99 on the M. S. list) the year next ensuing, at \$24 per year. Here the society continued for many years, Gen. Abbot's "long Room" being known as Marine Hall. The first meeting of the society at Marine Hall, "being Gen. Stephen Abbot's long Room," was on 28th of November, 1793. After 1806 or 1807, it appears to have been rented of Messrs. Powers and Snethen.

On the 29th of September, 1814, it was voted that the society remove from this hall to the Essex Coffee House, and here the meetings were holden until the society came into the possession of the Franklin Building, the first meeting on record there being that of November 28, 1833.

The successive landlords of the Essex Coffee House, during the time the society held its meetings there, were: Prince Stetson, 1814 to 1820; B. D. Leavitt, from April, 1820, to June, 1820; William Potter, June, 1820, to September, 1824; James Wildes, from September, 1824, to January, 1828; Joseph S. Leavitt, from January, 1828, to November, 1833.

In the early days of the society, and down to within, say, forty years, according to the custom of the period, it was usual, as we judge from the records, to have some refreshment at the monthly meetings—perhaps a bowl of punch, or something of the kind, when liquors were purer and more reliable than the vile compounds of our time. The scores were paid on the same evening. Thus we find in 1783 that cash paid for "the Reckoning" was £2, 7s, 6d; and subsequently such entries as these: Cash received more than paid reckoning at Webb's 3s, 4d; do. do. more than paid Webb's bill, 7s, 6d; cash received over and above Capt. Webb's bill, 8s, 2d, &c., &c. The surplus was added to the general fund. The indulgence, however, appears never to have been excessive, "the reckoning" varying from less than a dollar to two or three in the last century, and seldom exceeding five after the society had much increased in numbers, even down to 1833, since which we find no trace of the practice.

Capt, Jonathan Webb died in March, 1792, at the age of 76, and his son, Capt. Benjamin Webb, died in October, 1815, at the age of 62. The former joined the Marine Society, August 25, 1768, and the latter July 28, 1793.

The patriotism of the society was always conspicuous. One hundred and two of the members on the catalogue took an active part in the Revolution; forty-eight served in the war of 1812-15; six in both the Revolution and the last war with England; and four in the Revolution, in the French imbroglio of 1798-99, and also in the war of 1812. Many of them were eminent for bravery and for their distinguished services.

There is a paper still in existence, dated May 29, 1775, in which the members, under their individual signatures, desire their Treasurer to lend the Colony of Massachusetts Bay what money he had in his hand belonging to said society, on Colony security.

What treasures of stirring adventures might not have been accumulated had the yarns spun at those early gatherings only found a faithful recorder! Indeed, what imaginings of romance could vie with the strange and thrilling incidents of real life, the exposures and escapes, the deeds of daring and personal bravery, the struggles with the country's foes and with pirates, the battling with the elements, the penetrating of unknown seas and the encounters with savage tribes in the pursuit of new maritime enterprises, the thousand dangers by flood and field, which the members of this society have experienced from the beginning until now. There were among these sons of the ocean men who had tested the tender mercies of French and Spanish captivity, long before the organization of the association; men who had braved impressment and who did the country great service in naval warfare during the Revolution and subsequently; men who had been incarcerated in the notorious Mill Prison; men who had suffered captivity among the Algerines; men who had been the pioneers in the India trade, and had revealed new sources of commercial gains in other remote regions; men who

became renowned as statesmen and were prominent in the establishment of our Independence and the formation of our Union; men, subsequently eminent in scientific attainments and now of world-wide fame; and the humblest of them could a tale unfold that would be intensified in interest by its simple and unadorned truth.

At the meeting on the 11th of June, 1772, Samuel Williams, Jonathan Webb and Cabot Gerrish were chosen a committee to make a seal for the society, in accordance with the act of incorporation. On the 26th of November, 1772, Mr. Hiller was paid £2, 16s, 0d, for cutting a seal. This seal is now well preserved, but bears the marks of service. It was missing for several years and a substitute was provided; but the place of deposit of the original was ultimately discovered, and the seal is now sacredly kept. The device represents a female figure, Charity, sitting on a rocky sea-shore, dispensing gifts from a horn of plenty, which she bears, to an orphan stretching out her hand to receive them. The masts, maintopsail and stern of a receding ship, just disappearing behind the rocks, are seen in the distance. The motto is, WHERE VIRTUE REIGNS, THE UNFORTUNATE FIND RELIEF. The seal in present use is substantially the same, with only a few slight and accidental deviations from the original.

On the 30th of October, 1794, Major Joseph Hiller and Mr. John Jenks were appointed a committee to form some sort of a Certificate. Nothing further seems to have been accomplished until January 26, 1797, when Capt. Benjamin West, Capt. Benjamin Carpenter and Capt. John Collins were chosen and added to assist the committee appointed to procure a Certificate. On the 27th of April, 1797, the copy of a Certificate was accepted and the sum of twenty dollars was voted to Abijah Northey, Jr., for his services. Benjamin Pickman, Jr., and John Jenks were authorized to procure a plate, and two hundred copies struck off. On the 28th of September it was voted that the Certificate be struck off on parchment and paper, and each member to have one of each if he chose.

On the 25th of January, 1798, it was voted that a certificate be given gratis to the widows of all the deceased members; and on the 22d of February, 1798, the Clerk was directed to get all the certificates for the widows glassed and framed at the society's expense.

The receipts show that Abijah Northey, Jr., was paid twenty dollars for drawing a view of Salem Harbor; Nathaniel Hancock ten dollars in full of his account for designing a plan of a certificate; and Jona. Mason, the Clerk, acknowledges the receipt of one hundred and thirty dollars and fifty cents from the Treasurer to pay for the plate for the certificates.

The certificate is the same now used. The main design—drawn in his boyhood by Captain Northey, who died October 25, 1853, having nearly reached the age of 80, and who is still well remembered,—presents a view of the harbor and its shores, with shipping at anchor and in the offing; the fort on Winter Island, then called Fort William; and Baker's Island, Eagle Island and the Miseries in the distance. In the foreground on the right is Stage Point, with two merchants in the quaint costume of the time, standing together and apparently bargaining in front of a warehouse, the Point being nearly bare of buildings but divided by fences and stone walls, with a fishing vessel on the shore, and sundry other indications of the business carried on there. On the other side of the river are Derby and Union wharves, with warehouses and vessels of the style of that day, among the latter being a ketch, or snow, rigs which long ago passed out of fashion, but were not then uncommon. Beneath, on either side, are minor designs, the two on the right representing, the one a fishing vessel off the shore with a boat-load of fish being landed and a cart ready to transport it to the flakes; and the other the launch of a vessel, which has just slid from the ways and touched the water, the people on shore exhibiting the usual signs of joy and exultation. The two designs on the left represent a fish-press in operation, and a vessel at the graving dock, with all the appliances

in full play. Between these minor designs is the certificate to be attested by the Master and Secretary, and below this is attached the seal. The plate bears the inscription: "A Northey, Jr., Del.," "S. Hill, Sculp't, Boston."

We have the authority of the late Capt. Jona. Porter Felt (No. 307 M. S.), whose deep interest in the society and in everything relative to our maritime affairs was constantly manifested, for stating that, when the certificate was voted, the sum of fifteen dollars was appropriated to pay for a design. On enquiry the committee found but one professional man in the town who could do it, and on application to him for that purpose they could not find him sober long enough to make the bargain. If he could not keep sober long enough to make the bargain, he could not keep sober long enough to complete the work, and so they gave him up. But they discovered that there was a young amateur in town named Abijah Northey, Jr., to whom they applied, and he made the sketch which was accepted. It afforded so much satisfaction that the society added five dollars to the appropriation. Captain Northey, many years afterwards, in conversation with Captain Felt about the certificate, informed him that the design was his own, and, after he had finished it, old Capt. Benjamin West, who was one of the committee and the Master of the society from 1796 to 1808, came into the store where young Northey was then employed, and said to him, "Young man, the certificate you have formed for us gives great satisfaction; I have come to pay you for it,"—at the same time handing to him twenty silver dollars, a sight almost as seldom seen in those days as in our own. Of course, the sum was very acceptable to Mr. Northey, and thankfully received. The lad subsequently became an esteemed shipmaster and a valuable member of the East India Marine Society, but, singularly enough, never joined the old Marine Society, so pleasantly associated with his youthful days.

HARBOR WORK OF THE SOCIETY.

One of the principal ends of the organization, as stated in the charter, was "to improve the knowledge of this coast, by the several members, up on their arrival from sea, communicating their observations, inwards and outwards, of the variations of the needle, soundings, courses and distances, and all other remarkable things about it, in writing, to be lodged with the society, for the making the navigation more safe."

As early as 1769 we find Capt. David Masury reported as handing in directions for sailing from Cape St. Nicholas Mole, on the N. W. Coast of Hispaniola, through the Windward Passage, by Inagua, the Hogsties and Acklin's Island. Nicholas Mole, as most navigators called it, was a free port, a place of considerable trade, and afterwards particularly resorted to by the vessels of America. The town is at the foot of a high bluff called the Mole, and hence the name St. Nicholas Mole. It was celebrated for the extent and safety of the harbor, and strongly fortified as being the key of the Windward Passage. The commerce of Salem with St. Domingo was then increasing, and subsequently became so large with the various ports of the island that its statistics would very much astonish every one of our readers now. Dr. Bentley stated, in 1804, that many of our citizens had formerly derived much wealth from their trade with St. Domingo, but its then condition had obliged a change in our commercial relations with the island. The revolutions and the arbitrary and oppressive rule of the French had compelled this change. "The present Commerce of the Island," wrote Dr. Bentley, at the period referred to (Nov., 1804), "is becoming, as in the East, more the commerce of the Government than the Merchant, and as the policy is more arbitrary, the privileges of strangers are more limited. It belongs to the French to reflect on that policy which has created so much misery, and has ruined THE BEST COLONY THAT ANY EUROPEAN NATION EVER PLANTED ON THE GLOBE."

Before the national government assumed the oversight of the harbors and established a system of buoys, beacons and

lights, the old Marine Society performed a very useful work in this direction, as a brief abstract of some of its proceedings will show. They buoyed out the sunken rocks, marked the dangerous places, erected a beacon on Baker's Island, arranged sailing directions for entering the harbor, ultimately succeeded in procuring from the government the construction of the lighthouses on Baker's Island, and accomplished many other important services in the interests of navigation and commerce. Take a few specimens of the minutes on record, bearing in mind that the worthy recorder had been more accustomed to handle a marlin-spike than the pen, to battle with the winds and the waves and learn to bring his good ship safe to port than to contend with the difficulties of orthography and strive for the laurels of literature, and, although a thorough navigator and seaman, possessed few of the graces of rhetoric. Thus, it is written that, on the 30th of May, 1791, Capt. William Orne, Capt. Simon Forrester, and Capt. Benjamin West were chosen a committee to "araxt a Backon on Backer's Island," the plain English of which is, to erect a Beacon on Baker's Island.

June 30, 1791. Voted £20 from the interest of the Society's funds "for araxtion a Bacon on the Nothen End" of Baker's Island.

July 28, 1791. Voted "that the Bacon on Backer's Iland that is araxted should be panted Red," and that the "Name shuld for Ever go by the Name of ye Marine Society witch is the first founders of the same."

Sept. 29, 1791. Joshua Ward, Capt. John Collins and Capt. Samuel Ingersoll are appointed a committee to buoy out the sunken rocks in and about the harbor of Salem.

Oct. 27, 1791. Voted, that the petition of Mr. Asa Killam be committed to the committee that had the care of building the Bacon, to make what allowance they may think proper.

At the same meeting a committee of seven was appointed "to assist any vessel that should happen to be in distress, with boats or with what help is necessary, and if said person is not able to pay the charge it should be paid by ye said Marine Society."

On the 26th of January, 1792, the committee of correspondence were directed to write to the Marine Societies of Boston and Newburyport respecting the establishment of a lighthouse on Cape Cod.

On the 29th of March, 1791, Capt. Simon Forrester and Capt. Joseph Peabody were appointed a committee to put down the buoys, in the room of Capt. Samuel Ingersoll and Capt. John Collins, gone to sea.

On the 31st of May, 1792, Capt. Edward Allen and Capt. Jonathan Haraden were added to the committee on buoys, and twenty-seven shillings were voted for the deficiency of the balance for the beacon.

On the 28th of June, 1792, it was voted that a spar buoy be put on the Endeavours.

On the 29th of November, 1792, Major Joseph Hiller, Gen. John Fisk, and William Gray, Jr., were chosen a committee to wait on General Lincoln (Collector at Boston) for the purpose of conversing with him respecting erecting a lighthouse on Baker's Island, and also in relation to reimbursing the expense already accrued in erecting a column on the said Island and sinking buoys in Salem harbor or any other purpose they may think necessary.

It was also voted that the committee for sinking the buoys be directed to get some person to see that the buoys be replaced when necessary, and the charges be paid by the society.

On the 29th of November, 1792, the corresponding committee were directed to "write to Congress to know if any thing can be done for our poor brethren prisoners that are confined at Algiers."

These notes will suffice to give some idea of the useful labors of the society in its early days.

Sundry bills which have been preserved are curious and interesting. One, in 1791, charges £1, 10s, for boring the buoys, and 2s for rum for the carpenters while making the buoys. Another, of 1792, has a charge for two and a half days' work "apon the Byes," at 5s per day. Another, of

1793, makes the "Boys in Salem Harbor" Dr. to the amount of £6, 6s, 8½d, and enumerates various expenses for timber, iron work, tar and oil, rocks, drilling holes, paying and putting down "boys," &c. Another of the same year charges £2, 10s, for labor in "taking up Boy on the Endeavours, plugging up and putting down Boy," &c.

There is preserved an original subscription paper, dated July 8, 1791, which recites in substance as follows:

"From the many accidents that has Happen'd & frequent mistakes made by vessels coming into this port in the night and in thick weather for the want of a landmark to ascertain Baker's Island so called, we the subscribers agree to give for the purpose of building a Beacon on the Northernmost part of said Island the sums by us subscribed, and will pay the same into the hands of the following gentlemen: Capt. Benjamin West, Capt. Simon Forrester, and Capt. William Orne, a Committee of the Marine Society, for the purpose of prosecuting any person or persons that may in anywise injure or destroy the same."

This paper is signed by John Fisk, who subscribes £20 for the society, and by seventy-two others for individual sums, the whole amounting to £89, 0s, 8d, netting with deductions £80, 6s, 1¾d.

BAKER'S ISLAND BEACON AND LIGHTS.

A letter from the committee of correspondence (Messrs. Fisk, Hiller and Gray) to Hon. Benjamin Lincoln, Collector at Boston, represents that, on the 29th of November, 1792, "a motion was renewed, to make application to authority, to reimburse the expenses that have arisen in erecting a Beacon on Baker's Island and affixing sundry Buoys at the entrance of the Harbor of Salem, Beverly and Marblehead, and to solicit such further establishments as the safety of navigation in general and this with the neighboring Harbors in particular may require.

"The Society, being informed that you were at present officially engaged in attending to establishments of this kind,

appointed the Committee, who have the honor to address you, to represent the expenses that have arisen, and the improvements they conceive may still be made, and to ask your aid and advice on the subject.

“The expense of erecting the Beacon and affixing the Buoys has amounted to four hundred and one dollars (\$401), which has been paid principally by individuals of this Society, and as the benefits arising from them are public and general, they conceive that the expense of effecting them would with propriety be so also; they therefore request your assistance to procure measures to repay the monies that have been advanced, and provide for future expense.

“The Beacon erected on Baker’s Island is an octagon of wood, 22 feet at the Base, 11 feet at the Top, and 57 feet in Height, and the annual expense of supporting it, together with the Buoys, is estimated at thirty dollars (\$30). It is seen at a considerable distance by day, and has already been found of essential utility, and evinced the increased advantages that would result from its being equally visible in the night by the addition of a Lantern, in which the Lights, one over another, might be contained, with a small expense.

“The Buoys, five in number, are fixed upon sunken rocks and other places, to render the navigation still more secure, but an additional number still would be useful.

“The Committee ask leave further to observe that a Lighthouse upon Cape Cod is an object that has long and zealously engaged the attention and wishes of the Gentlemen in Trade in this Town, and of the Marine Society in particular. They have communicated with other Marine Societies upon the subject, who have appeared equally desirous of an establishment by which so many lives and so much property would probably be annually saved. Active efforts to obtain it have been delayed from information that representation had been made to authority, and that means were in train to effect it. Your advice whether the information has ground, and in what mode this Society can promote a design so greatly benevolent and beneficial, will afford them singular satisfaction.

“We are, Sir, in behalf of the Marine Society of Salem,
with great respect,

Your Humble Servants,

JNO. FISK

JOSEPH HILLER

WM. GRAY, JUN’R.

} Committee.

Hon’ble Benja. Lincoln, Esq’re.”

On the 10th of January, 1793, the committee sent a letter to Elbridge Gerry, a native of Marblehead, then a Representative in Congress from the Middlesex District, and George Cabot, Senator, and Benjamin Goodhue, Representative, both of whom were natives of Salem and both members of the Marine Society, of the following purport:

“The Beacon erected on Baker’s Island and the Buoys affixed at the entrance of the Harbor of Salem, &c., being of general utility, the Marine Society conceive a propriety in desiring that the expense of establishing and supporting them may be general also; that the money which has been advanced for the purpose by individuals may be repaid by Government, and provision made for such further establishments as may promote the safety and Interest of Navigation. With a view to obtain these objects, and agreeable to intimation that this was a proper season, application has been made to General Lincoln, by Letter, a copy of which is enclosed for your perusal.

“The Society, knowing your thorough acquaintance with the navigation of this and the neighboring Harbours, and the importance of the objects in view, request your aid and influence to obtain them. A personal representation to the Commissioners of the Revenue, under whose direction General Lincoln has been engaged, would perhaps be essentially useful, but your acquaintance with the business and circumstances will best suggest the mode by which your fellow citizens and the community may thus be benefitted.”

All three of the gentlemen addressed promptly acknowl-

edged the receipt of the letter, writing from Philadelphia, where Congress was then in session.

Mr. Gerry replied that the members of Congress written to, proposed to confer with the Commissioners of the Revenue on the subject, and that the result would be communicated by Mr. Goodhue.

Mr. Cabot states, under date of January 31, 1793:

"This morning I met the Commissioners of Revenue with Mr. Goodhue and Mr. Gerry, to confer upon the expediency of establishing Lights and Buoys at the entrance of the harbour of Salem, Marblehead and Beverly. The utility of such an establishment is sufficiently obvious to engage in its favour the efforts of all commercial men who have any knowledge of the local circumstances; but it is our united opinion that the success of your wishes would be promoted by a Petition of the Merchants of those Towns, addressed to the Senate and House of Representatives of the United States.

"Should the idea be adopted, permit me to request that the Petition be forwarded as soon as possible, in order that it may be considered before the close of the session. It may be sufficient to state generally that a large portion of all the vessels belonging to Massachusetts would be benefitted by the proposed measure, and that for the want of it there has been a succession of losses to a great amount. Perhaps it may be well enough to mention the intention of applying to the State Legislature at the time when the Constitution of the United States was forming, and also what has been done by your Society and by individuals. It is usual to sign two copies of petitions, and send one to each House.

"I pray you, Sir, to assure the Marine Society of my unfeigned good wishes and respect, and believe me, with great personal esteem,

Your most obedient Servant,

GEORGE CABOT.

General Fisk."

Mr. Goodhue states that, with Messrs. Cabot, Gerry and Gen. Lincoln, he waited on Mr. Coxe, who officially has the

subject of light-houses, beacons, etc., under his department, and he soon satisfied them that the law respecting those subjects did not embrace the objects the society had in view, and in order to have it effected there must be a new law passed. Mr. Goodhue adds:—

“We were therefore of opinion it would be best the subject should come before Congress by way of Petition from you in behalf of the Marine Society, stating the expenses you have already been at, and praying for a reimbursement of the same, and that they would cause such other Buoys, and a Lighthouse, &c., as you may think proper, may be erected, and the expenses of maintaining the same be paid by the United States. And it would not be amiss, to show the importance of doing it, to mention the probable number of vessels that pass and repass in the course of a year; and to state also the probable expense, which I conceive will be but small, may induce Congress the more readily to grant it. But I need not dictate to you; your own discretion will suggest to you the terms and arguments best to be made use of in your petition, that it may have its due impression.

“The petition ought to be forwarded as soon as possible, in order that, if it can not be wholly effected this session, it may be referred to the Secretary of the Treasury, to be in train for an early decision in the next session. The Law now in being is confined wholly to the maintenance of such as were erected at the time of passing the Law, and does not authorize any person to erect new ones, or maintain any, or reimburse the expenses of such as any individuals may erect afterwards.

“Mr. Cabot was desired by us to write on the subject to you, but my respect for you and the Society over which you preside, constrained me to acknowledge the receipt of your application, although it may be but a repetition of his letter. Be assured, Sir, that no endeavors of mine shall be wanting in giving aid to the accomplishment of your laudable purposes.

"I am, with great respect to the Marine Society and to its President,

Your Friend and Servant,

B. GOODHUE.

John Fiske, Esq're,

President of the Marine Society in Salem."

THE PETITION.

In accordance with the advice and recommendation of the Senator and Representatives heretofore mentioned, a petition of the following purport was forwarded, viz.:

"To the Honorable Senate and Honorable House of Representatives of the United States of America in Congress assembled.

"THE MEMORIAL of the Subscribers, for and in behalf of the Marine Society in Salem, in the State of Massachusetts, being a Committee duly appointed for this purpose, SHEWETH:

"That the said Society was duly incorporated by an Act of the Legislature of Massachusetts, in the year one thousand seven hundred and seventy-two; that one of the principal objects of granting it a Charter was, to improve the knowledge of the Sea Coast in and about Salem, and for rendering the Navigation more safe. That said Salem lies at the Bottom of a small Bay, with the Harbours of Marblehead and Beverly on each side, between which Harbours and the Ocean, there are a number of small Islands or Rocks, and a large Island called Baker's Island; that without and at each end of said Island, are many sunken breakers or Shoals; that the only channel for large Vessels, is at the northern end of that Island, for navigating Vessels, which is difficult at all times, more especially so in dark and tempestuous weather; that, within said Island, there is good anchoring ground, which is generally safe for Vessels; that all said Vessels, which are intended for either of said Harbours, must pass through this Channel; that a Light House on Baker's Island

has been long desired, and the want of it has often proved fatal to many Citizens of the United States, and has occasioned the loss of large property; that it has for years past been in contemplation to petition the Legislature of Massachusetts for such an establishment, more particularly so about the commencement of the present happy Government of the United States, since which that measure has been laid aside; that the said Society, steadily attending to, and constantly keeping in view, the principal object of their Institution, did, about two years past, for the purpose of rendering the Navigation along these shores more safe and easy, and at their own expense, erect a Beacon at the North end of Baker's Island, and place six Buoys on as many Rocks within the said Island; that the said Beacon is an Octagon, built of wood, twenty-two feet at the base, eleven feet at the top, and fifty-seven feet high, the whole expense of which, amounting to four hundred and one Dollars and one Cent, has been paid by said Society; that said Beacon has, in clear nights and in the day time, proved of great use to the Mariner, and served to direct him to avoid the Ledges and Shoals, and to guide him in safety to port. But, as some of the breakers lie three miles or more distant without that Island, the said Beacon, from that distance and without a light, is found to fall far short of the advantages which would arise from it was the same lighted; that almost all the Coasting and other Vessels coming from the Eastward part of the said State, and many from foreign Voyages, bound to Boston, come within sight of said Island; that, was a Light House erected there, not only the Navigation owned by Inhabitants of Salem, Marblehead, and Beverly, in particular, but almost all belonging to said State would receive advantage thereby, and that the said Beacon is so constructed that, by a small additional expense, suitable lights might be made thereto.

“Your Memorialists do therefore pray that this high court of Congress would take the premises into their wise consideration, and would take such measures that a Light House may be constructed at the North end of said Island, and due provision made for the maintaining and supporting the same;

that the Buoys already placed in and about the same may be hereafter maintained by the public, and that the monies already expended by said Society as aforesaid may be repaid.

“And as in duty bound shall ever pray.

JNO. FISK,	} Committee.
JOSEPH HILLER,	
WM. GRAY, Jun'r.	

February 14, 1793.”

The petition was forwarded to Senator Cabot and Representative Goodhue, to be presented in the respective Houses. General Fisk, in his letter to Mr. Cabot, says: “Your observation respecting the trade of three towns petitioning, we thought, would take up so much time before it could be completed, that we have taken this mode in order to get the subject in train before the Congress completes this session. The other petition may be sent on the next session.”

Nothing further appears to have been accomplished towards the object desired for two or three years.

On the 31st of October, 1793, Gen. John Fisk, Col. Benjamin Pickman and Mr. William Gray, Jr., were chosen a committee to confer with the neighboring towns, to ascertain the number of vessels trading to Salem and the neighboring ports.

On the 28th of January, 1796, Col. Benjamin Pickman, Capt. William Orne, Mr. William Gray, Jr., Capt. Benjamin West and Capt. John Derby were appointed a committee to petition Congress for a light-house on Cape Cod, and on Baker's Island; and were directed to write or call on Marblehead, Beverly, Manchester, Cape Ann, Newburyport, and all the seaports to the eastward. The thanks of the society were voted to the previous committee for their trouble in petitioning Congress for the light-house on Baker's Island.

On the 28th of November, 1793, Gen. Benjamin Lincoln, Collector of Boston and Superintendent of Lights, wrote from Beverly to the President of the Marine Society, stating that he had been called upon, by the Commissioners of Rev-

enue, for a complete return of the present state of the establishments of the light-houses, beacons, buoys, &c., in this State, and to report on the improvements, additions and amendments of which these establishments are capable, or which they appear to require. He informed the society that he thought this the favorable moment, if we wish for any new light-houses or other establishment auxiliary to navigation, to have them mentioned. He adds:

“The Society of which you are the head are good judges of the subject. I therefore wish for your opinion, whether new Light Houses, Buoys, or Beacons, are necessary. If necessary, where. If you shall think proper to give me your opinion on the interesting projects, the sooner the better.”

AN APPLICATION FOR RELIEF.

On the 28th of August, 1794, in addition to the beneficiaries among the members and their families, there was an application for relief from an outsider, one John Hubbard, of Windham, Conn. He stated that, on the first of May, he sailed from Norwich on a fishing voyage to Cape Sable, and on the 25th he was cast away on the Seal Islands, and unfortunately had his left knee bruised in such a manner that thirteen pieces of bone were taken from it, which had left him very lame, far from home, and destitute of both money and friends. He wished to return to Windham to his family and friends, and any assistance enabling him to defray the expense of his journey, would be received with gratitude. The case not coming within the proper application of the funds of the society, the members gave him a sum of money as private gentlemen, and sent him on his way rejoicing.

LIGHT-HOUSE ON CAPE COD.

On the 18th of January, 1796, Thomas Dennie, Master of the Boston Marine Society, wrote to Capt. Jonathan Hadden, Master of the Salem Marine Society, urging the propriety of having a light-house erected on the high lands of Cape Cod. He stated that the importance of such a light had always been admitted not only desirable in a mercantile view,

but in the more interesting one of preserving the lives of our seamen. The frequent shipwrecks during the winter months, on that shore, called for the attention of the humane, and it was surely a business not unworthy the consideration of the merchant and insurer. On these grounds the Boston society had unanimously determined to make an immediate application to Congress for this object, and solicited the co-operation of the Salem society. On the 3d of February the draft of their petition was forwarded to the Salem society for their information. It represented that the frequent shipwrecks on Cape Cod rendered every attempt to prevent such melancholy accidents interesting and important, and the erection of a light-house there was, perhaps, the only measure that could aid the navigation, in this respect, upon that dangerous winter coast. The memorialists therefore called the attention of Congress as the protectors of the commerce and guardians of the lives of the seamen of our common country, to this subject, and solicited, in behalf of their exposed meritorious marine brethren, that an enquiry may be made into the expediency of the measure, and, if found necessary, that a light-house be erected there. The action of the Salem society will appear presently.

During the same month of February, 1796, a petition was forwarded to Hon. Benjamin Goodhue, who had then become a Senator of the United States, praying for the erection of light-houses on Baker's Island and Cape Cod. The letter enclosing the petition says, among other things:

"We would remark that the revenue arising from the towns of Salem, Marblehead and Beverly [then about \$300,000 annually], together with the difficulty of the entrance into our Harbour, authorize us to expect that attention from our Government which we request. * * * We would further observe that Newburyport have a Light House granted to them, and we suppose the revenue arising from that Port is not more than one quarter part of the amount of that from Salem.

"We have written to the towns of Marblehead, Beverly and Manchester, who fully approve of our doings and will

send on similar petitions. From the readiness of Congress to encourage the Commerce of their Country, and to remove every obstacle that shall prevent its increase, we have no doubt of their assistance in this particular."

THE PETITION.

"To the Honorable the Senate and the Honorable the House of Representatives of the United States of America in Congress assembled.

"THE MEMORIAL of the Marine Society at Salem in the Commonwealth of Massachusetts, respectfully SHEWS:

"That much of the property and many of the lives of their Fellow Citizens are almost every year lost in coming into the Harbour of Salem, for want of proper lights to direct their course. That no less than three Vessels with their Cargoes and sixteen Seamen have perished the present season.

"This Calamity can, in the opinion of this Society, be prevented only by erecting a Light House on the Northern End of Baker's Island, which would lessen, if not entirely remove, the peculiar dangers of the navigation into this Harbour.

"That the utility and importance of having a Light House in this place may appear more evident to Congress, their Memorialists beg leave to observe, that vessels coming in from Sea are directed in the course by a small Light on Thatcher's Island; after passing this they have as much as five leagues to run, in which they are obliged to pass between Baker's Island and the Misery, where the distance between them is not more than three-quarters of a mile, and if they happen to miss the opening between these Islands, they run upon the Breakers and are inevitably lost.

"The place which this Society think most eligible for erecting a Light House is just by the aforementioned strait, or narrow passage way, upon the Southern side of it. And your Memorialists beg leave further to observe, that they have heretofore expended five hundred Dollars, in erecting a Beacon on said Island, hoping that it might answer the purpose;

but on experiment this is found to be of little or no advantage in those difficult cases where its assistance is most needed.

“Under these circumstances, seeing our Marine Brethren daily exposed to, and often perishing by dangers, which an expense inconsiderable to the Nation might remove or greatly diminish, your Memorialists feel it their duty to make this representation to Congress, and to solicit them, as they regard the lives of our Seamen, and the safety of our Commerce, to make enquiry into the expediency of erecting a Light House in the place proposed, and if they shall find it expedient, as your Memorialists are confident they must, that they will cause the same to be built, in such time and manner and under such regulations as they shall think proper to prescribe.

“And your Memorialists beg leave further to add, that they fully agree in opinion with the Boston Marine Society, that the most effectual means of preventing the shipwrecks, which so frequently happen upon Cape Cod, would be to erect a Light House upon that Cape. The safety of our Seamen, the interests of humanity and our commerce, would, in our opinion, be greatly promoted by the measure, and, from a strong sense of this, your Memorialists join their Boston Brethren in earnestly soliciting the attention of Congress to it.”

The committee on the subject were Benjamin Pickman, William Gray, Jr., Benjamin West, William Orne, and John Derby, Jr.

ACKNOWLEDGEMENT.

Mr. Goodhue acknowledged the letter and petition as follows:

“Philadelphia, March 1, 1796.

“Gentlemen: I received yours of the 20th ult’o, covering a petition from the Marine Society of Salem, for having a Light House erected on Baker’s Island, which I immediately presented, and which is referred to the Committee of Commerce, &c., of which I am Chairman. I wish you to

present my best respects to the Society, and assure them that no endeavors of mine shall be wanting, to accomplish so benevolent and useful a design, and that I see no reason to doubt of succeeding. Let me observe however, that a cession of jurisdiction by our State, conformably to the Act of Congress of March 2d, 1795, must be made over the land on which it is to be erected; also, the land must be vested in the United States. The first of these had better be done, if possible, before the General Court rises; the latter as soon as may be. I expect, however, if these things cannot be done in time, the Act may be passed by Congress, depending on their being done as a condition.

“I am, with great respect,

Your Friend and Servant,

B. GOODHUE.

BENJ. PICKMAN, Esq., and the others
of the Committee of the Marine Society in Salem.

The Congress of the United States promptly authorized the erection of the light-house asked for, by passing the following Act:—

“An Act authorizing the erection of a Light-house on Baker’s Island, in the State of Massachusetts.

“Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby authorized and directed, to provide by contract, which shall be approved by the President of the United States, for building a light-house on Baker’s Island, near the entrance into the harbor of Salem and Beverly, in the State of Massachusetts, (as soon as a cession of the jurisdiction, to the United States, over the land proper for the purpose, is made by the said State,) and to furnish the same with all necessary supplies. And also, to agree for the salaries, or wages, of the person or persons, who may be appointed by the President, for the superintendence and care of the same; and that the President be authorized to make the said appointments: That

the number or disposition of the light or lights, in the said light-house, be such, as may tend to distinguish it from others, as far as is practicable. And that six thousand dollars be appropriated for the same, out of any monies not otherwise appropriated.

“Approved, April 8, 1796.”

LIGHTED UP.

The lights were duly erected, and on the 23rd of November, 1797, General Lincoln wrote to the society as follows:—

“Gentlemen: Your kind attention to the business of placing the Light Houses on Baker’s Island, so as to render it in the highest degree beneficial to the public, demand my most cordial thanks, which please to accept.

“One favour more I beg leave to ask, in behalf of our nautical Brethren, &c., that you would favour me with such remarks respecting their approaching to and leaving the Light Houses as may give safety and confidence to all interested. As soon as that can be received and a publication thereof made, I see nothing now which shall prevent the Lamps being lighted. Your attention to this request will add new obligations on

Your Obedient Servant,

B. LINCOLN,

Superintendent of Light Houses, Massachusetts.
The Marine Society, Salem.”

A correspondent of the *Gazette*, November 21, 1797, says: “Baker’s Island Light House will be of the greatest future advantage to the foreign and coasting trade of Salem and the adjacent towns. It has been long hoped for by every citizen having the public interest at heart, and it is now almost or quite finished, and we understand the keeper (Mr. Chapman) is appointed. The way-worn and weather-beaten traveller of the sea will now be enabled, by this new light, to gain this port in times of difficulty and danger. These are

almost peculiar to our Northern coast in the winter season; and as this is fast approaching, we suggest the propriety of an early attention to the lights; and hope it will not be many days more before we shall have the pleasure to announce that the 'lamps are lighted and burning' on Baker's Island."

On the 4th of December, Capts. Mason, Orne, Collins, West and Lander were chosen a committee to answer General Lincoln's letter; and at an adjourned meeting, two days subsequently, their report was presented and adopted, and ordered to be printed. Accordingly, on the 19th of December, 1797, appears a notification of the sailing directions for entering Salem Harbor, prepared by a committee of the Marine Society, consisting of Jonathan Mason, Benjamin West, John Collins, Peter Lander and William Orne, certified by Benj. West, Master, and Jona. Mason, Clerk, as having been read, approved and ordered to be published, at a meeting of the society, held at Marine Hall, on Wednesday, 6th of December, 1797.

The report states that Baker's Island is about three-eighths of a mile long, tending about North and South; the lighthouse is on the northernmost end of said Island, with two lights; those lights are about forty feet from each other, ranging N. W. 1-4 W. and S. E. 1-4 E., the South light ninety-five feet from the surface of the water, and the North light seventy-eight feet.

The first lighthouse was a long wooden structure, the keeper's residence being in the center and the lights on either end. It was raised Sept. 16, 1797, and the lights were shown Jan. 3, 1798. The first keeper was Capt. George Chapman (M. S. No. 186), born 1740, died March 20, 1824, at the age of 84. He left a widow, with whom he had lived in wedlock sixty-two years, and a numerous progeny. He became a member of the Marine Society on the 30th of June, 1796.

THE BEACON.

On the 30th of November, 1797, the society voted that the Beacon remain till Congress be petitioned to pay for the

same; and Col. Benjamin Pickman Capt. Ichabod Nichols and Mr. John Jenks were appointed a committee to petition Congress to pay for the beacon and buoys, or, as the record has it, "Bacon and Boy," and that the petition be handed to Mr. Sewall.

On the 4th of December the committee were instructed to take off the top of the beacon, and on the 28th, they reported that it had been cut off as directed. On the 29th of March, 1798, Captains Collins and Pickman and Mr. Jenks were continued a committee to sell the beacon, and were instructed to dispose of the same on the best terms they can, the following advertisement having been published about the last of November, 1797:

TO BE SOLD.

A building commonly known by the name of the Beacon, standing upon Baker's Island. For terms apply to

Capt. JOHN COLLINS.

Salem, Nov. 27, 1797.

The beacon was accordingly sold, and on the cash book of the society, under date of June 28, 1798, appears the entry: Received for Beacon on Baker's Island, \$50.00.

The committee appointed to petition Congress for a refund of the money expended on beacons and buoys, sent to Mr. Goodhue, the following letter:

"Salem, December 14, 1797.

"Sir. The Marine Society of this Town erected on Baker's Island a Beacon, and placed several Buoys at the entrance of the Harbour. The expense incurred on these objects was mostly from the funds of the Marine Society. Such expenditure of the funds was not the original design of the Institution, and the fund has thereby been lessened; and in consequence thereof they can not distribute so much to the necessities of poor Widows and Fatherless Children,

as otherwise they would be able to do. The United States having passed an Act relative to Buoys and Beacons being placed at the entrance of large Commercial Harbours, &c., the Marine Society entertain an idea that, upon a proper presentation of the humane principles upon which the Society is formed, and the appropriation of the income of their funds to so benevolent a purpose, that the monies they have expended on those objects would be refunded to the Society by the United States.

“Accordingly a Committee was chosen for petitioning for a refund as before mentioned. As you are acquainted with the circumstances and know everything relative to the business, before the Committee took any step in the affair they thought best to take your opinion upon the propriety of such an application, whether it can be done with Honour and Credit, and of the probability of its obtaining. Your opinion and answer to the request will much oblige

Your Friends and Humb. Servants,

BENJA. PICKMAN,	} Committee.
ICHABOD NICHOLS,	
JOHN JENKS.	

Hon'ble Benja. Goodhue, Esq're, Philadelphia.”

Mr. Goodhue's reply was as follows:—

“Philadelphia, December 26, 1797.

“Gentlemen: I have waited upon the Secretary of the Treasury with your Letter of the 14th inst. His reply was, that the subject of Beacons and Buoys had as yet been imperfectly provided for by Congress, and still more imperfectly managed by the Commissioner of the Revenue, Tenche Coxe, under whose charge, subordinate to the Secretary of the Treasury, this subject has been placed.

“Tenche Coxe has lately been removed by the President, and the vacancy has not yet been filled. As soon as it is, he will endeavor to have the business systematical. Under

these circumstances his opinion was, that I had better advise you to postpone your application to the next session.

"I am, with great respect,

Your Friend and Servant,

B. GOODHUE."

It has been thought, by some members of the society, that a claim against the United States Government might justly be prosecuted, for the sums advanced as above indicated, and action was taken in relation thereto a year since, 1871, with what result the records will show.

The only other letter on this subject, that is recorded, is of a date some years later, and is as follows:—

"Treasury Department, April 4, 1807.

"Sir: Congress have passed an Act, authorizing a sufficient number of Buoys and Beacons to be placed on or near the Rocks and Shoals in the Channel leading into the harbour of Salem, in the State of Massachusetts, and appropriated fifteen hundred Dollars therefor. I have therefore to request that you will cause an examination to be made, and report to me the kind and number of Buoys and Beacons that will be necessary, and the probable expense thereof.

"I have the honor to be respectfully,

Your Obedient Servant,

ALBERT GALLATIN.

Benjamin Lincoln, Esq.,

Superintendent of Light Houses in Massachusetts."

At a special meeting, June 5, 1807, Clifford Byrne, Benj. Henderson and James Cheever, (the latter not a member of the society,) were chosen a committee, to consist of five, two others being chosen by the East India Marine Society, for the purpose of ascertaining the kind and number of buoys and beacons wanted at or near the mouth of Salem harbor,

and of reporting to Benjamin Lincoln, Esq., agreeably to a letter received by him, of April 4th, from Albert Gallatin, Secretary of the Treasury.

At a special meeting, May 5, 1808, Captains Benjamin West, John Osgood, Samuel Endicott, and Benjamin Carpenter were chosen a committee, to act in conjunction with one from the East India Marine Society, upon the object of the appropriations of \$1,500 and \$5,000 (in all \$6,500), made by Congress to refund the expense of placing buoys and beacons at and near the rocks and shoals in the channel leading into the harbor of Salem, agreeably to a letter received by Col. William R. Lee from General Lincoln.

There is no copy of this last letter to be found, nor are there any indications upon the records that any report was ever made by the committee, or that anything was ever refunded to the society for the expenses incurred in erecting and sustaining the beacons and buoys.

BAKER'S ISLAND LIGHTS.

In 1816, for what reason we do not know, the double light on Baker's Island was discontinued, and but one was shown. This arrangement was prolonged until 1820, much dissatisfaction existing meanwhile. On the 7th of February, 1820, a town meeting was held in Marblehead, and resulted in the appointment of John Prince, W. Elliott, Nathan B. Martin and Nathaniel Hooper, as a committee to make inquiry into the subject, and to collect such information as might be in their power, and they were fully authorized to act in any particular as they thought would be for the general interest. The committee addressed a letter to the Salem Marine Society, stating the facts of the Marblehead meeting in reference to "the derangement of Baker's Island Light since the alteration from two to one, which," they say, "is complained of by all our people who pass it, without mentioning the losses that have been and may be expected." "It is our opinion," they add, "from the general complaint against

the present Light, that the subject is of great importance. We have therefore taken the liberty to suggest it thus far to you, that we may have the opinion of your town or Society."

The society promptly acted upon the suggestion, and appointed Joseph Peabody and Willard Peele a committee to co-operate with the Marblehead committee in this important matter. The result of the joint action was that the double light was restored, and the new lighthouses were lighted on the 18th of October, 1820, and have continued to the present time. There is now a proposition from the Light House Board to change the range, for the better accommodation of navigators, by extending the distance between the two lights, and an appropriation has been made by Congress for this purpose.

WASHINGTON FUNERAL CEREMONIES.

Among the few occasions on which the Society has participated in public parades or ceremonies, was the observance of the obsequies of General Washington, by the town authorities and people of Salem. After the news of Washington's death was received, and while the arrangements were maturing for the funeral observances, the following letter was addressed to the Marine Society:—

Salem, Dec'r 24, 1799.

"Gentlemen: The Salem Military Society, impressed with the deepest sorrow on the melancholy event of the sudden death of General Washington, and desirous of testifying, in some public manner, their sincere and most affectionate regard, esteem and veneration for that most excellent character, at a meeting convened for the purpose have advised that application should be made to some suitable person to prepare a Funeral Oration to be delivered at one of the Houses of Public Worship. The Society have chosen a Committee to make arrangements necessary to accomplish the object, and with all due consideration they do now

address the respectable Marine Society of the Town of Salem and request that they would concur, and unite with them in the measure, provided that it meets with their approbation. The concurrence and assistance of the Society are peculiarly requisite on the occasion. The countenance and support of so respectable a body will add that dignity and consequence worthy the object we wish to commemorate, and will be a tribute of gratitude justly due to such distinguished merit.

“With the most respectful sentiments we take leave to subscribe, in the name of the Military Society,

JOHN PAGE,	} Committee.
JOHN PUNCHARD,	
JONA. WALDO.	

The Marine Society, at the Marine Hall.”

At a meeting of the Society on the 26th of December, the letter was read, and Col. Benj. Pickman, Major Joseph Hiller and Benj. Pickman, Jr., were appointed a committee to carry the above request into effect, and were authorized to invite any other society to join them in paying this tribute of respect on the death of General Washington.

As some of our younger readers may not be familiar with the local proceedings of that day, it will interest them to learn how the death of the father of his country was regarded by their ancestors, and what honors were paid to his memory.

Washington died, as they well know, on Saturday, the 14th of December, 1799, and the first intelligence of his death, brought by a passenger in the stage from New York, was received in Salem on Monday evening, December 23. The afflicting sensation produced by the melancholy tidings was universal. The next day, by direction of the Selectmen, the bells were tolled at sunrise and through the day, the shipping displayed their colors at half-mast, and minute guns were fired on the Common by a detachment of the Artillery, from three to four o'clock, at which time the shops in town were closed. On the next Sunday the clergy preached funeral discourses, several, if not all, of the churches being hung

in black, to continue so for the succeeding three months. The pupils of Mrs. Rogers, a celebrated teacher, exhibited a very appropriate badge of mourning, consisting of a rosette and bracelet, with the initials "G. W." in a cipher, and a heart appended, presented by their preceptress. The officers and soldiers of the militia, in obedience to General Orders, wore their military uniforms every Sunday for six months, with a black crape upon the left forearm, just above the cuff, the hilts of the officers' swords being also covered with black.

On Monday, Dec. 30, the people held a town meeting at the Court House, and voted unanimously to adopt suitable measures to testify their deep sorrow for the loss the community had sustained by the death of Gen. Washington, and the high respect they entertained for the exalted character of the deceased, appointing a committee of fifteen to carry this vote into full effect. The committee consisted of William Prescott (Judge P., the father of the late eminent historian) as Chairman; the two Pickmans (Benjamin Senior and Junior), Col. John Page, Dr. Lynde Oliver, Major Amos Hovey, Jona. Waldo, Wm. Gray, Jr. (the celebrated merchant, afterwards Lieut. Governor), Joseph Hiller, John Norris, Joshua Ward, Capt. Benjamin Hodges, Gen. Stephen Abbott, Capt. Jacob Crowninshield and Capt. Wm. Marston. It was also voted:

"That the Town will erect an handsome and durable monument to the memory of George Washington, and that the Committee before named be directed to ascertain the expense necessary for this purpose."

At this and a subsequent meeting on the 13th of January, it was also voted that the citizens wear a badge of mourning for sixty days; that copies of the sermons of the clergy and Washington's Farewell Address be printed together in a volume, and a copy be delivered to every head of a family in the town—this vote being afterwards modified by directing that one hundred copies of the sermons, Bentley's Eulogy and the Farewell Address be printed in a volume, forty copies to be deposited in the Grammar School under the

direction of the School Committee, and sixty given to the clergymen; that the expense of these and of the statue or monument, provided the sum did not exceed six thousand dollars, should be levied according to a form of subscription adopted in town meeting, whereby the subscribers agreed to contribute in proportion to the sums they were severally assessed in the last State tax. A committee of two from each ward, at the head of which was Judge Putnam, was chosen to present the paper to the inhabitants; the assessors were directed to furnish the tax lists to the committee; and the latter, after completing the subscription, were to return the same to the assessors, who were to apportion and assess the \$6,000 upon the polls and estates of the inhabitants, and deliver to the collectors of taxes, for collection and payment to the town treasurer. What was the final action in this matter we have not discovered.

The funeral honors were paid on Thursday, Jan. 2, 1800. A procession was formed at the Court House, and consisted of the inhabitants, divided into four classes of ages; officers of the late American army; strangers of distinction, and clergy of the neighboring towns; magistrates; the various town officers; committee of arrangements; clergy of the town, with the orator, Rev. Dr. Bentley. The whole were under escort of the Independent Company of Cadets (then commanded by Abel Lawrence, Esq.), who marched in inverted order, with arms reversed and drums muffled. The procession moved from Court street at 11 o'clock, the music playing a dead march; passed through Church, Essex, Beckford and Federal streets, to the North meeting-house, which then stood on the corner of North and Lynde streets, where, as the paper of the day states, the Rev. Dr. Barnard addressed the Almighty in a suitably pathetic and affecting prayer; and the Rev. Dr. Bentley pronounced an elegant and classical eulogy. The dirges played by the band, at the proper intervals, were solemn and affecting. After the services, the procession returned to the Court House, and the cadets concluded the funeral honors by firing three volleys; the drums were then unmuffled, and the company marched off

to the tune of the President's March. During the procession minute guns were discharged by a detachment of Captain Gould's Artillery, stationed on the common. All places of business were closed, and the people with one accord joined in the solemn commemoration.

There can be no doubt that the Marine Society formed a very conspicuous feature in the procession. Those ship-masters of the old school were a sturdy race, faithful and fearless, and their stalwart forms and rolling gait and weather-beaten countenances, with the remembrance of their experiences, could not fail to make a sensation, even in those days, when such sights and reminiscences were as familiar as household words. Many of them had been distinguished naval heroes in the war of the Revolution, and all were of a type and mould now nearly obliterated by the changes and triumphs of the advancing years. A daguerreotype view of the society as it appeared on that day would now be a treasure well worth possessing, but Daguerre was then a schoolboy and his valuable art, like a hundred others of our time, was all unknown.

On the succeeding 22d of February (Saturday), the anniversary of Washington's birth, divine service was performed in the several houses of religious worship; and, at St. Peter's Church, Mr. Ezekiel Savage delivered a pathetic eulogy. In the afternoon, the pupils of Mr. Bigelow's academy pronounced select and striking passages from the best eulogies which had appeared, before a numerous company at Concert Hall. The day was generally observed as a day of mourning throughout the United States, in accordance with a proclamation from President Adams, issued by the authority of Congress.

LAWRENCE AND LUDLOW OBSEQUIES.

Thirteen years later, the society once more appeared in a public procession, in accordance with the following vote:

"At a Special meeting of the Salem Marine Society, August 16, 1813:

“Voted, That the Marine Society shall attend the Procession of the late James Lawrence, Esq., Commander of the United States Frigate Chesapeake.”

The memorable action between the Chesapeake and Shannon, and the excitement caused thereby, are still well remembered by our older citizens. It was fought on the 1st of June 1813, in our bay, and many of our people witnessed it from the heights in the vicinity, Legge's Hill being a very prominent point of view, and the sound of the guns was heard far inland. The unfortunate result is well known. Lawrence was only in his thirty-second year, but had before distinguished himself for his bravery and skill.

The famous expression of the dying hero will never be forgotten. After he had been mortally wounded and carried below, he issued from the cock-pit his memorable orders—“keep the guns going”—“fight her till she strikes or sinks”—and when he knew that the enemy had carried the spar deck, he sent the emphatic message to the gun deck, “DON'T GIVE UP THE SHIP.”

“A hero on his vessel's deck
Lay weltering in his gore,
And tattered sail and shattered wreck
Told that the fight was o'er;
But e'en when death had glazed his eye,
His feeble, quivering lip
Still uttered, with life's latest sigh,
'DON'T GIVE UP THE SHIP.'

* * * * *

“Oh, let these words your motto be,
Whatever ills befall;
Though foes beset, and pleasures flee,
And passion's wiles enthrall;
Though danger spreads her ready snare
Your erring steps to trip,
Remember that dead hero's prayer,
And 'DON'T GIVE UP THE SHIP.' ”

No officer was left on the deck of the Chesapeake undisabled, higher in rank than a midshipman.

It was several weeks before the full particulars were received, and then arrangements were made to recover the remains of Capt. Lawrence, in order that the rites of sepulture might be bestowed upon them in his native country. The patriotic merchants and navigators of Salem took the lead in this matter. Capt. George Crowninshield, Jr., projected the undertaking, and fitted and provisioned the brig Henry entirely at his own expense, had her commissioned with a flag of truce, and sailed for Halifax for the purpose of soliciting the body. The Henry was manned by Salem shipmasters who volunteered their services to perform the voyage. They were nearly, if not quite, all members of the Salem Marine Society, and consisted of Capt. George Crowninshield, Jr., commander; Capt. Holten J. Breed, first officer; Capt. Samuel Briggs, second officer; Capts. Benjamin Upton, Jeduthan Upton, Jr., John Sinclair, Joseph L. Lee, Stephen Burchmore, Thomas Bowditch and Thorndike Proctor, crew; Mark Messervey, cook, and Nathaniel Cummings, steward. The brig sailed from Salem on Saturday, August 7, and returned on Wednesday, August 18, after an absence of eleven days, with the bodies of Capt. James Lawrence and Lieut. Augustus C. Ludlow, both victims of the sea fight off our shores.

Preparations had been made meanwhile for the funeral observances on a scale of unwonted and imposing magnitude; and on Monday, August 23, 1813, they were carried into effect. Captains Hull, Stewart, Bainbridge, Blakely, Creighton and Parker, of the U. S. Navy, were the pallbearers for Captain Lawrence, and Lieutenants Ballard, Wilkinson, Hoffman, Nicholson, Reilly and Norris, for Lieutenant Ludlow. The Vice-President of the United States, Elbridge Gerry; Ex-Lieut. Gov. Wm. Gray; Hon. Samuel Dexter; Maj. Gen. Dearborn, Brig. Gen. Cushing, and very many other officers of the army and navy and civilians of distinction were present, and upon no previous occasion had a greater number of persons been assembled in Salem. The

Boston South-end Artillery, with the famous Revolutionary brass field-pieces, "Hancock" and "Adams," marched to town on Sunday night, to assist in the funeral honors.

The day was unclouded, and, says the contemporary account, as if no incident should be wanting to crowd the mind with melancholy and woe, the wind blew from the same direction and the sea presented the same unruffled surface as was exhibited to our anxious view, when, on the memorable first day of June, we saw the immortal Lawrence proudly conducting his ship to action. Early in the morning, almost every vessel in the harbor and at the wharves, and all flag-staffs in town, wore the American ensign at half mast, and many flags were displayed in the street where the procession formed. The brig Henry, containing the precious relics, clad in sable, lay at anchor in the harbor. At half-past twelve o'clock, they were placed in barges, and, preceded by a long procession of boats filled with seamen uniformed in blue jackets and trowsers, with a blue ribbon on their hats, bearing the motto of "Free Trade and Sailor's Rights," were rowed by minute strokes to the end of India (now Phillips) wharf, where the hearses were ready to receive them. From the time the boats left the brig until the bodies were landed, the U. S. brig Rattlesnake, and the brig Henry in which they were brought, alternately fired minute guns. The immense concourse of citizens which covered the wharves, stores and house-tops to view the boats, the profound silence which pervaded the atmosphere, broken only by the sad reverberation of the minute guns, rendered this part of the solemnities peculiarly grand and impressive. On the bodies being placed upon the hearses, they were covered with the colors which they had so lately and so signally honored, and conveyed at a suitable distance for the procession to form.

The procession was formed at the head of India wharf, under the direction of Major John Saunders, and moved to slow and solemn music, escorted by the Salem Light Infantry, Capt. James Charles King, through a part of Derby street, Hardy, Essex, North, Lynde, Court, Church and Brown streets, to the Rev. Mr. Spaulding's meeting house in Howard

street, where the funeral oration was pronounced by Hon. Joseph Story, and the rites of sepulture performed by Rev. Mr. Henshaw of Marblehead, Capt. Peabody's company of Artillery firing minute guns from Washington Square.

The procession was such, in point of respectability and numbers, as was never before witnessed in Salem. In addition to those we have named, it included a great number of military officers of the State in uniform; the Salem Marine and East India Marine Societies, wearing their badges of distinction; Masonic societies, and an immense concourse of respectable private citizens from the adjacent towns and country. Independent of the procession, the sidewalks and houses to their very tops, were covered with spectators, which, together with the melancholy knell of the bells, the mournful sound of the music, the constant ringing of cannon, and the slow and solemn pace of the procession, gave to the whole an interest of which it would be vain to attempt a description.

On arriving at the meeting house, the corpses were taken from the funeral cars, and placed in the centre of the church by the seamen who rowed them on shore, and who stood during the whole of the performance, leaning upon them in an attitude of mourning. The church was most tastefully hung with sable, cypress and evergreen. The names of "LAWRENCE" and "LUDLOW" appeared in letters of gold, encircled by festoons of evergreen, immediately on the front of the desk. The rites of sepulture were performed with great solemnity. The music was good and appropriate, and the eulogy was such an one as made veterans weep. After the performances were concluded in the meeting house, the faithful seamen conveyed the remains into the quiet tomb, and the Masonic societies and military paid the last ritual homage to the immortal Lawrence and Ludlow.

The bells in Boston were tolled at the same time, the flags were displayed at half mast on the shipping in the harbor, and minute guns were fired from the frigate Constitution and other vessels there.

The bodies were temporarily deposited in the tomb of

Capt. George Crowninshield, in the Howard street cemetery, and on the 3d of September they were conveyed to the Navy Yard at Charlestown and thence to New York by land, for interment there in Trinity churchyard. Generous and distinguished funeral honors were paid to the deceased in Halifax, as well as in Salem and New York.

The first monument to Lawrence (which became dilapidated, so that, in 1847, the remains were removed and the present handsome mausoleum was erected to the memory of Lawrence and Ludlow, by the Trinity Church vestry) was ordered by the corporation of the city of New York, and bore the following inscription:

“In memory of Captain JAMES LAWRENCE, of the United States Navy, who fell on the first day of June, 1813, in the thirty-second year of his age, in the action between the frigates *Chesapeake* and *Shannon*.. He distinguished himself on various occasions, but particularly when he commanded the sloop of war *Hornet*, by capturing and sinking his Britannic Majesty's sloop of war *Peacock*, after a desperate action of fourteen minutes. His bravery in action was only equalled by his modesty in triumph and his magnanimity to the vanquished. In private life he was a gentleman of the most generous and endearing qualities, and so acknowledged was his public worth, that the whole nation mourned his loss, and the enemy contended with his countrymen who most should honor his remains.”

On the reverse were the words:

“The hero whose remains are here deposited, with his expiring breath expressed his devotion to his country. Neither the fury of battle, the anguish of a mortal wound, nor the horrors of approaching death could subdue his gallant spirit. His dying words were, ‘DON'T GIVE UP THE SHIP!’ ”

Ludlow, his lieutenant, was only twenty-one years old. He entered the navy at the age of twelve, and was a youth after Lawrence's own heart.

Captain Broke, of the *Shannon*, was also badly wounded in the same action. But he recovered, was made a Baronet

and Knight Commander of the Bath, became Rear Admiral of the Red in the British Navy, and died January 3, 1841, at the age of sixty-five.

PARADES.

The society has never been much in favor of appearing in public processions, and has done so only at long intervals and on memorable occasions.

On the 29th of June, 1826, they voted to join the Fourth of July procession, and did parade on that day, in celebration of the *Fiftieth Anniversary* of American Independence.

They declined the invitation of the Essex Historical Society, in September, 1828, to appear in the procession in celebration of the second centennial of the landing of Endicott, on account of so many of the members belonging to the same, to the East India Marine Society, and other associations that were to join. They also declined an invitation to appear in the procession on the 4th of July, 1831.

On the 25th of October, 1848, the society participated in the celebration, by invitation of the City Government of Boston, of the introduction of Cochituate water into the metropolis. They united in the procession with their brethren of the Salem East India Marine Society, the two societies combining together as one, for mutual convenience. Their experience on this occasion was not such as to induce them to look with favor upon public parades of the organization; and accordingly when, in August, 1850, they received another invitation from the Boston City Government to participate in the funeral ceremonies in honor of President Taylor, they respectfully declined to appear in the procession.

At the Boston Water Celebration our two Marine Societies made a very fine appearance. They were escorted by the Light Infantry, with the Salem Brass Band, and each member wore a handsome anchor on his coat as a badge. The beautiful ship *Friendship*, with a smaller vessel, and the *Palanquin* (famous in the old-time processions of the E. I. M. S.), with negro bearers dressed in white Oriental costume, accompanied them, and likewise a native Arab and

Chinese, each in his national dress. They also had a handsome banner and other devices, and attracted a great deal of notice. We think that they have not marched in a procession since that time; at any rate, their public parades have been few and far between.

THE ALGERINES.

On the 29th of November, 1792, it was

"Voted, That the Committee of Correspondence be desired to write to Congress, to know if any thing can be done for our poor brethren prisoners that are confined at Algiers."

As early as 1785 the Algerine Corsairs captured two vessels from the United States, and consigned their crews, twenty-one in number, to slavery. Some years later ten or more were captured, and more than a hundred American seamen were consigned to slavery among these barbarians. The Dey made money out of the practice by demanding large sums for the release of Christian captives (from \$1800 to \$4000 for each person), and the European governments had been in the habit of acceding to his demands and of paying him an annual tribute. The United States finally (in 1805) followed in their footsteps, made a treaty with the pirate, and the captives were at length released on the payment of a large sum of money and an agreement on the part of the United States to pay to the Dey of Algiers an annual tribute. The amount to be paid down was \$800,000, and, in addition, they were to present to the Dey a frigate worth one hundred thousand dollars. The amount of annual tribute money was twenty-five thousand dollars. This was humiliating, but could not then well be avoided. Some of the members of this society were among the captives, and we think that some of them were lost before reaching home, the vessel in which they took passage never having been heard from after passing the Straits of Gibraltar.

In February, 1794, the masters, mates and crews of five American ships, five brigs and three schooners were in slavery in Algiers, two of which vessels were captured in 1785, ten in 1793, and one in 1794. Out of thirteen masters, eleven

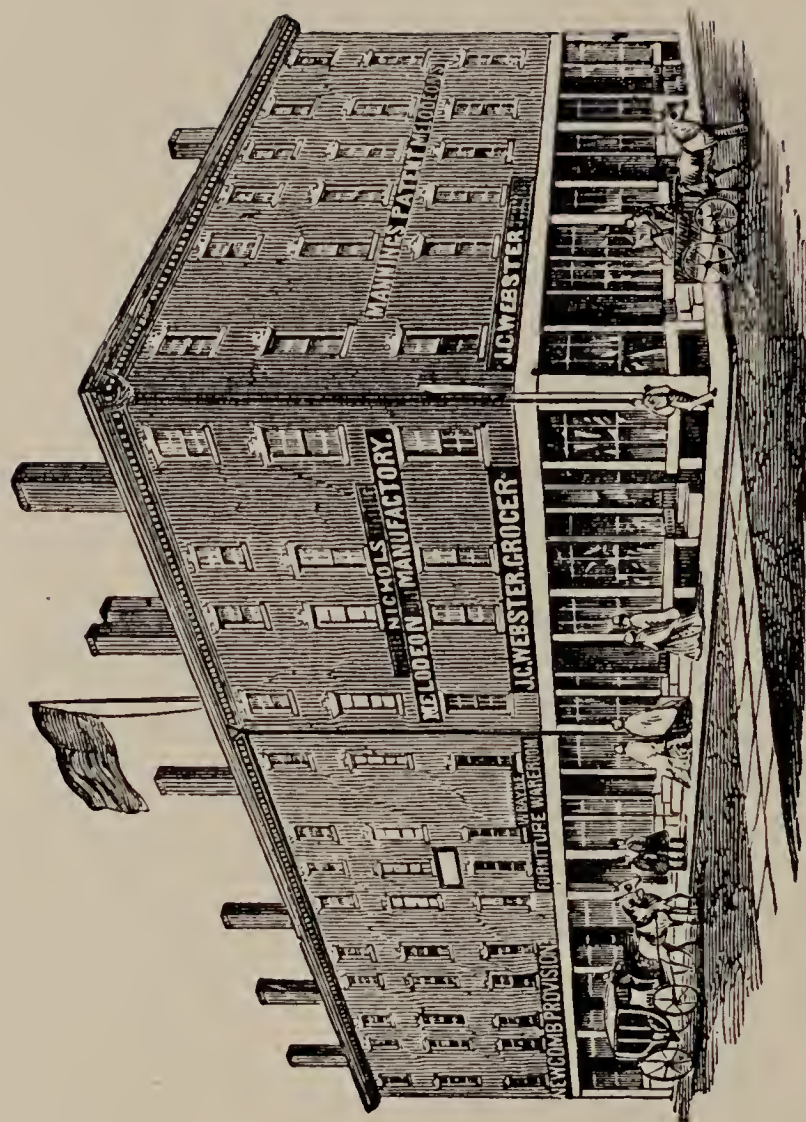
mates, two supercargoes, four second mates, and eighty-four seamen, only four had been redeemed on the 27th of February, 1794. Of the remaining one hundred and twenty-six, twenty had died previous to the last visitation of Algiers by the plague, and since that awfully desolating period, it was presumed that the number of these unfortunate victims had been reduced to seventy or eighty individuals.

On the 10th of February, 1795, there appeared a notice to the inhabitants of Salem, requesting them to attend a meeting to be held at the Court House that evening at six o'clock:

“For the purpose of taking into consideration the unhappy situation of the unfortunate prisoners at Algiers, and to devise some method for carrying into effect a general collection for their relief, on Thursday, the 19th day of the present month. This meeting is called by the desire of several of the reverent clergy and other respectable citizens of this town, who wish to have some system formed that will meet the acceptance of the inhabitants, previous to the day of contribution. The truly deplorable fate of these miserable captives, loudly calls for your commiseration, and the fervent prayers they have addressed to you from their gloomy prisons, ought to soften the most adamant heart. They entreat you, in the most impassioned language, not to leave them to despair, but, as prisoners of hope, let those of them who still survive the plague, pestilence and famine, anticipate the day that shall relieve them from the cruel scourge of an Infidel, and restore them to the arms of their long bereaved friends and country.

“It is hoped the humane and benevolent will attend, that charity may not be defeated of her intended sacrifice, on the auspicious festival, when the New World shall all be assembled, and United America shall offer up her tribute of Praise and Thanksgiving, at the altars of God.”

This was a day of national thanksgiving ordered by proclamation of President Washington. Considerations of a public nature prevented this movement from being carried into effect.



FRANKLIN PLACE, Built in 1810

The disgrace of paying tribute to the Algerines was wiped out by Decatur and Bainbridge in 1815, and the United States were the first of the nations to free themselves from this odious subjection. The Mediterranean pirates had continued their depredations, and on the 2d of March, 1815, war was declared against Algiers. In the short space of four months it was brought to an honorable termination, and Decatur and Shaler, the American commissioners, concluded a treaty on favorable terms. The American squadron put in at Gibraltar, and an officer wrote that "it was a proud sight for an American to see in a British port, just at the close of the war with her, which the English thought would have been the destruction of our navy, a squadron of seventeen sail, larger than our whole navy at the commencement of that war. * * * You have no idea of the respect which the American character has gained by our late wars. The Spaniards, especially, think we are devils incarnate: as we beat the English, who beat the French, who beat them, whom nobody ever beat before—and the Algerines, whom the devil himself could not beat."

It was said that the Dey of Algiers very reluctantly gave up all idea of receiving tribute from the Americans, and alleged, among other things, that other nations, if he consented, might take advantage of it, and perhaps unite and occasion his destruction. It was not the amount or value of the sum he was particular about, but the receiving something annually of the Americans would add to his security, if it were only a little powder. Com. Decatur observed, that he thought it very probable, if he insisted upon receiving powder of the Americans as tribute, his wishes would be gratified, but he must certainly expect to receive balls with it. His Deyship very wisely gave up the point. This ended the trouble with the Algerines, and opened the way for the European nations to rid themselves of tribute money to the Corsairs.

MISCELLANEOUS.

Among the various subjects of commercial interest, which

have from time to time engaged the attention of the society, have been the establishment of light-houses outside of the port of Salem, the examination of charts, the placing of beacons and of buoys as already intimated, the appointment of pilots and the regulation of pilotage fees, the condition of sick sailors, the coast survey, &c., &c.

On the 26th of January, 1792, it was voted that the Committee of Correspondence be desired to write to the Marine Societies of Boston and Newburyport, to know their minds respecting a light-house on Cape Cod.

On the 22d of February, 1798, it was voted that the letter of Captain Coombs, Master of the Newburyport Marine Society, be read, and the answer concerning a draft of St. George's Bank and Cape Cod.

Captains Benj. West, John Collins, Peter Lander, John Osgood, Wm. Orne (afterwards excused and Benj. Crowninshield substituted), Ichabod Nichols and Thomas Webb were appointed a committee to examine Blunt's Chart of George's Bank.

March 31, 1814, a committee was appointed to act with a committee of the East India Marine Society on the subject of pilotage; and in March, 1815, committees from the two societies were chosen for the purpose of ascertaining and reporting the kind and number of buoys and beacons wanted at or near the mouth of Salem harbor.

At a meeting of the Salem Marine Society, March 28, 1816, the President handed a letter from the Boston Marine Society to consult with similar societies, and such individuals as they may think fit, on the expediency of addressing a memorial to Congress, requesting them to cause to be surveyed the coast of the United States, from the east end of Long Island to the northeast extremity of the Province of Maine, with all the shoals that may there exist—particularly the shoal of Nantucket and George's. Captains Ichabod Nichols, Joseph Peabody and John Osgood were appointed a committee to consult with a similar committee from the Salem East India Marine Society.

This movement appears to have subsequently led to the

establishment of the admirable coast survey system of the United States, now and for many years past in such successful operation.

On the 24th of February, 1820, a committee was chosen from the Marine Society, to act in conjunction with a committee from the town of Marblehead, upon the subject of placing a light-house on or near the harbor of Marblehead and Salem, agreeably to a letter received from the selectmen, dated Marblehead, Feb. 16, 1820.

On the 22d of February, 1827, the society voted, and approved of two lights to be immediately erected on Ipswich harbor, authorizing the Master to sign a certificate in favor of the same.

On the 26th of July, 1827, Joseph Peabody, Stephen Phillips, Willard Peele and Pickering Dodge were chosen a committee to co-operate with the East India Marine Society in the regulation of pilots and pilotage in Boston and Salem.

In February, 1849, a committee to examine the Forbes rig, made a report commending this improvement as follows:—

“The undersigned, a committee appointed by the members of the Salem Marine Society, at a meeting held February 22, 1849, to examine a pamphlet transmitted to them by Capt. R. B. Forbes of Boston, describing improvements introduced by him into vessels of the Mercantile Marine of the United States, beg leave to report:

“That they have given the pamphlet an attentive perusal, and find a full description of the improvements introduced by Capt. Forbes, which appear judicious, uniting economy with safety; and the numerous facts therein stated, together with the information obtained from reliable sources, show that the improvements are valuable and are worthy the attention of ship owners in the United States. Capt. Forbes has, in addition to his own, included all valuable improvements that had previously been brought into the Mercantile Marine of the country.

“The Committee feel warranted in saying, that ships with the improvements of Capt. Forbes, will be better adapted to the European, East India, China and Pacific trade, than

those at present in general use; and that, while the interest of the ship owner is receiving a material benefit, the Sailor will be relieved from a portion of the hardest labor performed in ships at present in use.

“All of which is respectfully submitted,

J. P. FELT.

JOSIAH SPALDING.”

The report was accepted and endorsed by the Society.

MEMORIAL.

In 1851, the Society adopted the following memorial:—

“To the Honorable the Senate and House of Representatives of the United States in Congress assembled.

“The Salem Marine Society of the City of Salem, in the State of Massachusetts, beg leave to call the attention of your Honorable body to the condition of American Seamen, at home and abroad, in cases of sickness and poverty.

“From the want of adequate provision for them in Public Hospitals, and from the heavy expense incident to the proper care of them in private houses, they suffer and die in great numbers.

“The benefits of medical aid and comfort in foreign ports, enjoyed by others, are hardly ever obtained by them, and, in consequence, after obtaining such comforts and attention as the ships they are attached to and the officers can give, they are frequently brought home and placed in our Marine Hospitals, where, from the laws regulating these Institutions, their stay is limited, and they are often dismissed not sufficiently restored to fit them for active service, and, from necessity, become paupers, or tenants of public Almshouses—many of them preferring Death rather than this degradation.

“In view of their condition, your Memorialists beg leave to solicit from your Honorable Body that measures may be taken to ascertain the amount in the Public Treasury, accrued from the Seaman’s monthly contribution as Hospital Money, as well as from unclaimed sums due deceased seamen, and uncalled-for Prize Money, and that therefrom provision

may be made, in such manner as your Honorable Body may deem best, for the maintenance of American Seamen who are infirm, and unfit for service from sickness, age, or any other cause.

“And as in duty bound will ever pray, &c.

“Salem, Dec. 25, 1851.”

In February, 1855, the society authorized the officers to co-operate with the Boston Marine Society and Boston Board of Trade in any measures which they might deem expedient, with a view to lessen the destruction of life and property on the sea, increasing the efficiency, and improving the general character of the Mercantile Marine of the United States. The proposition was for the committees of the several Marine Societies conjointly to petition Congress for the appointment of a Commission “to sit during the recess, and examine into the workings of the present laws regulating seamen; as also into all that concerns their education and personal comfort, and the necessary discipline to make ships safer”—the committees to meet at Washington and there take measures to secure the object desired.

COMMANDER MAURY.

While Lieut. M. F. Maury was in charge of the National Observatory at Washington, and was in high favor with the public on account of his Wind and Current Charts and other labors in the interest of navigation, the Marine Societies of Salem, as well as others, elected him an honorary member; but when he turned traitor to his country and sided with the rebels, they expelled him.

He accepted the honor from the Salem Marine Society in a very complimentary letter, from which the following is an extract.

“These are flattering terms; they convey marked distinction; they confer distinguished honor. The value which I set upon them is greatly enhanced when I call to mind the history of the Marine Society of Salem, and remember men who are and have been Fellows of it. It is older than the Nation. Among its founders and early friends are the names

of such men as Gardner, Ropes, Bartlett, Crowninshield, Allen, Southard, Bowditch, Webb, West, Perkins, Mason, Cleveland and Warren, with a long list of men illustrious in New England annals of Commerce and Navigation; and none but ship masters and ship owners could be members of it. These are the men who have the deepest interest in the hydrographic labors of this office. These are the men who, above and beyond all others, are best qualified to pass upon these labors; and they have chosen to utter their 'well done,' in the most pleasing and emphatic terms that it is in the power of the Society to use."

In the early days of the society it was customary to warn the members, at the death of the wife of any one of them, that they might attend the funeral. This practice was continued until Oct. 31, 1799, when it was—

"Voted, At the death of any member's wife the Society shall not be warned to attend the funeral."

We have heretofore referred to the old-time custom of having some moderate refreshment at the monthly meetings. This practice appears to have been discontinued in 1829, when the following vote was passed:

"December 31, 1829. Voted that the Society dispense with all kinds of spirits."

APPEALS FOR AID.

From small beginnings the means of the society have been gradually increased until the invested funds have now reached the sum of at least sixty thousand dollars, and the ability "to relieve one another and their families in poverty or other adverse accidents of life" is annually becoming more marked. On this point, a few specimens of the early applications for relief may not be without interest.

In 1775, a member writes: "I have met with misfortunes on the 27th December last, and lost most part of Interest Chest, clothes, books and instruments, and humbly ask your consideration under my hard fortune."

A few years later another quaintly says:

"My circumstances are such as oblige me to crave your as-

sistance, as I am now in good health and able to do business; but having none presented for this two years past, and not being able to help myself without selling my house, which at this present time would not fetch half the value, and having a large family to maintain, without some sort of business it don't lay in my power to do. I have offered several times to go mate of a vessel, but have been refused. I have been to Boston to try there; they say something is the matter—such a man as that to leave Salem, that abounds in trade, to come here for business—it seems as if he had been guilty of some misdemeanor, or they would have employed him in Salem.

“Now, Gentlemen, my request to you is this: if there is money enough in stock to let me have one hundred pounds and take my place for security, you would oblige me very much. Or, if there should not be that sum, if the Brethren would be so kind as to contribute, each of them, what they think proper, and place it in the Master's hands, setting each gentleman's name with the sums they advance, so as to enable me to purchase some small craft to get my living in, I will give Capt. Gardner my place as security, paying each man accordingly to what he shall please to subscribe. And in doing so it will enable me with God's blessing to get a living and maintain my family, and I shall always be in duty bound to thank both Master and Brethren of the Society for the favor granted to your ever honored servant.”

In the winter of 1788, another writes:—

“I wish you a happy Christmas and New Year. I have been lately told that some of the members wondered that I had not petitioned to the Society for some help as well as others, after my losses every way, and sickness for almost two years, and nothing to support upon, only as I once in a great while pick up a shilling or two. Every one must know how hard it is to collect in old debts, and to depend on them for support leaves him very needy if not suffering at times.

“I can not pretend to say, if I could get in my lawful debts, so as to put me in a small way of business to support myself, it is not very likely to me I should be a burden

to anybody. I had engaged a house for that purpose, but have no stock even to support upon from day to day. I have lately sued as many people as amounts to between thirty and forty pounds, but don't expect to get it, or any part of it, till next Summer, though I have attached a small farm as part of it.

"Gentlemen, I am in great want of about twelve or fifteen pounds for the above purpose, and but a small part of it in money; and you may be as sure of being repaid the next Summer in Cash as any person could be as sure, let their circumstances be ever so good. I suppose you can not let the money according to the old articles without land security; that I have none of in this State, though I have some in a neighboring State. But I have been thinking that if a few of the members will be so good as to join together, it might easily be done, and help a poor, unfortunate petitioner to have a being again. I shall ever think of it with gratitude and give thanks. I should write more but the cold weather and the nature of my disorder won't permit me. I am Gentlemen your sincere well wisher and humble servant."

Another, bearing an honored name, who had received some assistance, writes, in December, 1790, as follows:—

"I am much obliged to you for your favor granted me. I still wish you to continue your favor to me, but in another way. As I am now going Eastward, should esteem it a greater favor, if any or all the Brethren of the Society would speak to the Officers of the Revenue for any small place for me. Your charity for me in that way, by getting me employment, will exceed your other charity. I have the promise of the first vacancy from Major Hiller, but as I shall be gone until the last of March, or the first of April, I am afraid it will be 'out of sight out of mind,' unless I have some one to speak for me."

In 1792, a widow sends a petition, humbly shewing:

"That being deprived of her husband and surrounded with a young family of six children, not one of which is able to provide for itself except the oldest; and though assisted by very kind relations, whose utmost bounty, distributed to



FRANKLIN PLACE. Destroyed by fire October 21, 1860

many in need, could not be adequate to her relief, not being possessed but of humble means of support; and yet anxious to give a sober education to her children, she hopes that the character of her husband, her former deportment, and her most careful attention to her family, will plead in her behalf for a share in the bounty of the Marine Society, and she doubts not that the happiness of herself and family will be to such generous minds an ample reward."

In 1792, an unfortunate member sends a small petition, hoping his brethren will not think amiss that he should beg for some relief from them, for he had worked as long as he had strength and was at that time in great want. Of course this appeal was not unheeded. The next year he sends another petition, in which he says: "I am at this present in a weak and low body of health. I am not able to do any hard labor, and as for light none will ask me to do. I am in hopes, gentlemen, you will think of me to give me relief, or else I must apply to the town, for I can not stand it much longer. This one thing—I do not eat one meal of meat in seven days; small fish and clams is the chief of my diet. I hope, gentlemen, you will think of my poor situation, and hope God will never let any of you be in the same situation as I am at present."

Yet again he writes that the "memorialist and his wife are reduced to the lowest ebb, having these few years labored under vast and innumerable difficulties, having neither friends nor relations—that himself and wife can hope for no relief from any individual without laying a severe tax on the humanity of the neighbors." Another time he has no wood and owes two and a half dollars house rent; yet again, he is not able to do labor because of his infirmity, and is in great want of relief; and so on, until, in 1795, death released him from his sufferings, and the old mariner was buried by his brethren, who had befriended him from first to last, and finally paid for the coffin in which his remains were deposited.

The annals of the society are full of cases like those named, from the time, one hundred and four years ago, when the

first relief donation of eighteen shillings is recorded, down to the very last year, when upwards of four thousand six hundred dollars were available from the charitable fund in "the box."

On several occasions the aid bestowed has been returned to the society by some of its beneficiaries or their friends, where a change in their circumstances had made them comfortable without this assistance.

DONATIONS, LEGACIES, ETC.

The funds of the society have been increased by several valuable donations, legacies, &c., showing a marked interest in the prosperity of the association on the part of members and friends of this ancient organization. Some of these it may be well to notice.

LEGACY OF DR. BOWDITCH.

It is interesting to note the expressions of feeling of several of the testators. Of none of them has this society, or his native city, more reason to be proud than of the illustrious mathematician, Dr. Nathaniel Bowditch (M. S. No. 308). The provision in his will was as follows:

"Item. Whereas several of my relations have heretofore been members of that excellent institution, the Marine Society, at Salem, some of whom have received the benefit of its charity fund, under circumstances entitling it to my grateful remembrance, I do now give to that institution the sum of one thousand dollars, the income thereof to be forever applied in aid of its charitable objects and purposes."

A letter from his executors (two of his sons), enclosing a copy of his last will and testament, alludes to the bequest of their father, and adds:

"He told us and all our children, at the time of executing it, that his father, Habakkuk Bowditch, for nearly twenty years received from your charity fund the annual sum of fifteen dollars or thereabouts—so that his own food and clothing, when a boy, were in part derived from this source. Under these circumstances we all felt, with him, that he

had incurred a debt of gratitude toward your Society which justified, and indeed required from him an affectionate acknowledgment in return. And the legacy in question was given with the full consent and approbation of all his family."

Dr. Bowditch bequeathed a like amount to the Salem East India Marine Society, of which he had been the President, and in which he always felt the deepest interest, and also to the Salem Athenæum, whose advantages in youth he considered of inestimable value, mentioning all these institutions in terms of the most distinguished consideration. "The above three legacies," he adds, with the most charming simplicity and sincerity, "will, I trust, prove the regard, which I have always felt towards my native town, in which I passed so pleasantly the first fifty years of my life." Nothing could give to Salem higher honor or greater satisfaction than these affectionate expressions of attachment from so illustrious a son.

Well did Judge White, in his eulogy, pronounced at the request of the Corporation of the City of Salem, remark:

"These institutions can not fail to be the more dear to us from this affecting association with his memory, as they have all been made more valuable by his exertions and his bounty. When all the circumstances are considered under which these legacies were made, they will ever be regarded as of a most munificent character. But they are peculiarly valuable and delightful to us, as enduring memorials of the nobleness of his heart, and his admirable wisdom in the use of wealth. The cordial satisfaction expressed by his children in this appropriation of a part of their patrimony, proves how truly they partake of his magnanimous spirit; and the influence of such an example, in diffusing a similar spirit among ourselves, gives an additional value to these distinguished benefactions."

Dr. Bowditch left Salem in 1823, to take charge of the Massachusetts Hospital Life Insurance Company as its Actuary; and, adds Judge White, "so indispensable were his services considered to its organization and management, and

such liberal offers of remuneration were made to him, that a just regard for the interests of his family, as well as those of the public, induced him to accept the appointment. Both he and Mrs. Bowditch felt the deepest regret at leaving a place where their strongest attachments were fixed, where they were surrounded with so many warm friends, and where they had enjoyed such pure and uninterrupted happiness. Their friends were not less affected by the painful prospects of separation; but they fully appreciated the motives which had led him to it. His townsmen, on the occasion of his leaving them, paid him the honor of a public dinner, at which they eagerly gathered around him, to express their admiration and gratitude. It was, indeed, a noble entertainment of the heart, which those who partook of it will never forget; while their recorded sentiments, expressed on the occasion, will show to others how sincerely they honored their beloved friend and benefactor."

Dr. Bowditch was born in Salem, March 26, 1773, in the house, No. 14 Brown street, owned and long occupied by Dr. Samuel Johnson, now removed to the rear of the lot, back of the Second Church. He died in Boston, March 16, 1836, aged 65.

THE FRANKLIN BUILDING

On the 24th of November, 1830, died in Topsfield, in his 73d year, Thomas Perkins, Esq., for many years an eminent merchant of Salem. He bequeathed to the society the Franklin Building.

The estate where the Franklin Building stands is in the immediate neighborhood of Dr. Bowditch's birthplace; it was owned in 1675 by Col. John Higginson, son of Rev. John H., and a considerable merchant and public man in Salem. In that year he built upon it a mansion house, spacious and elegant for the time, which stood until 1809, when the Franklin Building was erected. From his heirs it came into the possession of Nathaniel Andrew, who married a descendant of Higginson, and at his death, in 1762, he left it by will to his youngest son, John, the grandfather of our distinguished and lamented war Governor, John A.

Andrew. John Andrew sold it to John Gardner, and removed to Windham, Me., where he died in 1791. Gardner sold it, in 1809, to Col. Samuel Archer, who erected on the site, the same year, the well-remembered building which was ruined by fire on Sunday morning, October 21, 1860. The trustees of Colonel Archer's estate sold it, in July, 1810, to Josiah Dow, then a dry-goods dealer, who named it Wakefield Place, in honor of his native town, Wakefield, Vermont. Dow sold it, in 1811, to Thomas Perkins, who called it the Franklin Place, or Franklin Building, a name which it has ever since borne. The old Franklin Building was injured by fire Jan. 29, 1845, and also Jan. 4, 1859, and was finally destroyed, as stated above, Oct. 21, 1860. It was promptly replaced by the present stately and elegant building, many generous citizens and friends of the Marine Society contributing funds for its restoration, as may be seen by the list of subscribers and subscriptions printed on pages 154 and 155. On November 28, 1923, the Franklin Building was sold for \$80,000.00, with the consent of the Probate Court, to the Salem Hotel Committee, upon the condition that a hotel should be erected upon the site.

Mr. Perkins was actively and successfully engaged, throughout the Revolutionary War, in the privateer and letter-of-marque service, as officer or commander. He was Captain of the privateers *Spitfire* and *Thrasher*, in the last named capturing six prizes in a single cruise. Himself and the late eminent Salem merchant, Joseph Peabody, were officers of the letter-of-marque brig *Ranger*, Capt. Simmons, when she was attacked in the Potomac River, in 1782, by three British tory barges, which were brilliantly repulsed, the enemy losing in killed and wounded more than fifty men. Messrs. Peabody and Perkins were subsequently partners in commercial business for a number of years, and the late Michael Shepard, Esq., another of our most esteemed merchants, of sterling integrity and ability, was afterwards associated with Mr. Perkins in business during the remainder of his life.

Mr. Perkins, on retiring from active participation in

mercantile pursuits, returned to his native town, where he died and was buried, his tombstone bearing the following inscription:

IN MEMORY OF THOMAS PERKINS, ESQ.,
AN EMINENT MERCHANT.

“His Industry, Temperance & Enterprise Raised him From Poverty to Immense Wealth, Which he enjoyed without Pride or Ostentation, and dispensed with Justice and Benevolence. He was Diligent and Faithful in Business, Pure in his Life and Conversation; of a Sound & Vigorous Mind, and of an Integrity and Fortitude which neither Prosperity nor Adversity could shake or corrupt.

“He was an affectionate Son, a kind Relative, and a firm Friend.

“He was a Christian above sectarian prejudice, and a Man above Fear & without Reproach.

“He was born in Topsfield, April 2d, 1758, and died November 24th, 1830.”

LEGACIES OF NATHANIEL WEST.

On the 19th of December, 1851, died in Salem, at the advanced age of nearly ninety-six, the venerable Nathaniel West (M. S., No. 74), leaving valuable legacies to the society. One provision of his will was as follows:

“3d. I give, devise and bequeath unto the Salem Marine Society, all my shares, stock and interest in Derby Wharf in Salem; also, all the stores and other buildings belonging to me, standing upon said wharf, with all the privileges and appurtenances to the same belonging;—to have and to hold the same to the said Marine Society upon this trust, viz.: That they shall apply and appropriate the annual income and profits thereof, under the direction of the Government of said Society for the time being, for the relief and support of the widows of indigent members of said Society, every year, forever:—and I make this and a subsequent provision, to testify the interest I feel in the seafaring population of my native place.”

The society, finding it inconvenient to manage this bequest in the precise form in which it was left, in 1853 adopted the following petition to the Legislature:—

“To the Honorable Senate and House of Representatives of Massachusetts in General Court assembled:

“The petition of the Salem Marine Society humbly shows, That the late Nathaniel West, Esquire, of Salem, by his last Will and Testament, bequeathed and devised to said Society certain shares in the Derby Wharf Corporation, a Corporation duly established by law, and having its place of business in Salem, in the County of Essex, and also certain stores on said wharf, upon the condition that they should keep said property in good condition, and apply the income thereof for the support of the indigent members of said Society. That the said property can not be managed profitably and conveniently by a Charitable Society such as the Salem Marine Society.

“Wherefore your petitioners pray that they may be allowed to sell said property and invest the proceeds thereof in some safe and profitable securities, the income whereof shall be applied to carry out the intention of said Testator. And as in duty bound will ever pray.

“THE SALEM MARINE SOCIETY,
By Benjamin Upton, Master.”

The petition was not sent at that time, but some years subsequently a division of the property was assented to by the parties in interest and legally allowed, and the portion belonging to the society was safely invested, and duly appropriated as the Derby Wharf Corporation fund.

By the tenth article of the will, certain bank stocks were put into the hands of John G. King and Henry Gardner, trustees, the income to be invested, and the whole to accumulate for fifteen years,—at the end of which time:

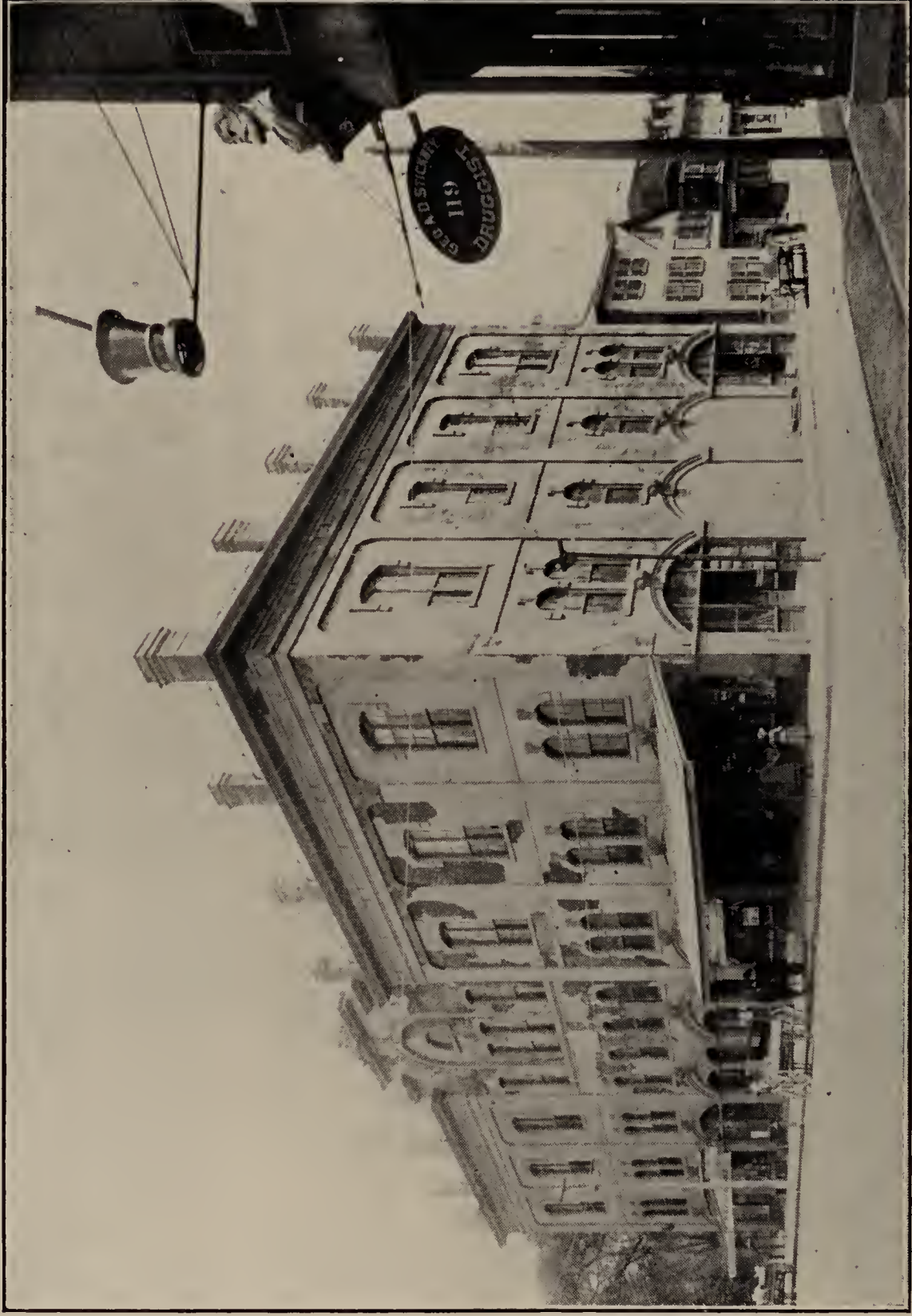
“My said Trustees shall pay to the Salem Marine Society, for the purpose of establishing and forever maintaining a School for the Nautical and Commercial Education of Young Men of Salem, who may be intended for a seafaring life, the sum of Twenty-five Thousand Dollars out of said fund, to hold upon the following especial trust; that is to say,—

“That the Government of said Society shall place and keep said sum at interest, upon such sufficient securities

as they may consider best for all concerned, and receive and apply the annual income thereof as follows, viz.:

“They shall hire or purchase a suitable room or rooms for said school, and fit it up and furnish the same with all necessary and proper furniture and apparatus, books, or other useful articles, and keep the same from time to time in good order and repair. The said School shall be under the care and instruction of a Teacher, at such a salary as will obtain the services of a person of capacity and acquirements adequate to teach all the branches of knowledge necessary to a thorough acquaintance with the theory and practice of Navigation in all of its branches, Geography, Geometry, and the History, progress and present state of Trade and Commerce, foreign and domestic, and all other studies which may be useful in forming the character of ship-master, factor, and merchant; said School shall consist of no more than twenty-five scholars at any one time; shall be confined to children of inhabitants of Salem, preference always being given to children, descendants, or relatives of those who have been, are, or shall be members of said Salem Marine Society. No scholar shall be admitted into said school under the age of fifteen years, nor remain in it longer than three years at farthest. The said teacher shall be elected by the Mayor of the City of Salem, the Master and Deputy Master of said Marine Society, the President of the East India Marine Society, and the Principal of the English High School in Salem, for the time being, who are requested and empowered to act; and are hereby appointed a board of election and visitation of this Charity, with authority to visit said School semi-annually, and at all other times at their discretion, with power to make regulations for the government thereof from time to time—and to remove said Teacher for incompetency, misconduct, or any other sufficient cause, and appoint a successor as often as occasion may require.”

At the end of the designated fifteen years, a compromise was effected with the heirs of Captain West, and the society received the sum of \$12,500, in accordance with the following decree of the Supreme Court:—



FRANKLIN BUILDING, 1889

"SUPREME JUDICIAL COURT. At Chambers, in Boston, December 10, 1867. Henry Gardner and another, trustees under the will of Nathaniel West, the Attorney General and others.

DECREE.

"This cause having come on to be heard, and the parties thereto having filed an agreement by way of compromise, dated the 19th day of October, 1867; and the Attorney General having approved the same by becoming a party thereto; and it appearing that the recitals in said agreement appearing just and reasonable; It is therefore ordered and decreed that said agreement be and is hereby approved and confirmed by the Court, and that the sum of \$12,500 be paid by the said Trustees, Henry Gardner and John H. Nichols, to the Salem Marine Society, which shall receive the same in full satisfaction of all claims and demands which the said Society may have against said trustees, or against the Estate of said Nathaniel West; and the receipt of said Society shall be a full acquaintance and discharge of said Trustees. And it is further ordered that said Society shall not be ordered to establish a Nautical School, but shall hold and invest said \$12,500, and apply the income to the general purposes of said Society, and to aid and promote the Nautical and Commercial Education of young men, descendants or relatives of those who have been or may be members of said Salem Marine Society, intended for a Seafaring and Mercantile life."

It is only justice to say, that the purposes of Captain West will be carried out as far as possible, and that the society will make provision to enable any Salem young man, who may desire it, to obtain such a mercantile education as Captain West proposed. Several applicants have already been so furnished, and the society is disposed to be as liberal as its means will allow.

Capt. Nathaniel West was born in Salem, Jan. 31, 1756, and died here December 19, 1851. His elder brother, Ebenezer, and his younger, Edward, as well as himself, were

possessed of great energy and enterprise, and all three early selected the ocean for their field of action. Ebenezer was for nearly four years during the Revolution a prisoner of war, and was exchanged shortly before peace was proclaimed. He subsequently had command of E. H. Derby's famous ship, the *Grand Turk*, and in her completed the first voyage by an American vessel to Canton, returning to Salem in 1786.

Capt. Edward West (M. S., No. 136), the youngest, was in command of his brother Nathaniel's ship, *Hercules*, seized in Naples in 1809, and had the good fortune to obtain her release in order to transport Lucien Bonaparte and family to Malta, thus saving his ship from confiscation. He died at Andover, June 22, 1851, six months before his brother Nathaniel, at the age of ninety-one.

In 1775, Nathaniel, at the age of nineteen, being in command of a merchant vessel in the West India trade, was captured by a British frigate, and was soon recognized by Capt. Gayton, her commander, as the son of an old friend, and was compelled to serve as midshipman on board a British seventy-four, under the command of Captain Edwards. Of their personal kindness he often spoke in after life. Being on shore as officer of a press gang, he effected his escape in London, and made his way to Lisbon, where he embarked on board the *Oliver Cromwell*, a Salem privateer, of sixteen guns, and returned to this port. On the passage, having been closely pursued for three days, he narrowly escaped being captured by a British frigate. Aware of his impending fate, if taken, he encouraged and stimulated the crew to the use of the sweeps, himself tugging at the oar, and by his energy and incessant diligence was mainly instrumental in saving the ship. This statement is made on the authority of his son-in-law, the late Capt. Edward Lander, who published it in the columns of the *Register* shortly after Captain West's death.

Another version, given by the late George A. Ward, is that Nathaniel was in England when the Revolution commenced, and, the British government having ordered the arrest of all Americans found there, was only saved from

being made a prisoner by Capt. Edwards, a friend of his father, giving him a midshipman's warrant in the British navy and taking him on board his seventy-four gun ship. Not long after, young West took French leave and went to Spain, where he embarked for Salem in the privateer *Oliver Cromwell*, Captain Cole, of this port. Being in London soon after the close of the war, and finding that his old friend Captain Edwards had been promoted to be Admiral, and was then on a distant station, Captain West immediately wrote to him a grateful acknowledgment of his kindness in rescuing him from a prison ship, and stating that only a desire of serving his country could have caused him to leave his ship in so unceremonious a manner.

He made several cruises in the *Oliver Cromwell* and other armed vessels, and took many prizes. He participated with the famous Captain Haraden in several contests, and made successful cruises as Captain of the privateer *Black Prince*, carrying eighteen guns and one hundred and fifty men. On one occasion, with Capt. Nathaniel Silsbee as his lieutenant, he put into Cork, on a dark night, and cut out and took away a valuable prize. He had command of Mr. Derby's fine ship, the *Astræa*, built for a cruiser towards the end of the war, but on his arrival at a French port he found that preliminaries of peace had been signed, and he returned to Salem, making the passage in nineteen days, and bringing the first news of the close of the war.

Captain West subsequently embarked in commerce and pursued it with continued success until he had amassed a large fortune. He was among the pioneers in various branches of trade, the Northwest, China, East India, &c., and knew their origin and progress through their various stages. In 1792, he built and despatched the schooner *Patty*, commanded by his brother, Capt. Edward West, and she was the first American vessel to visit Batavia. His ship *Prudent* (in 1805) was among the first of the very few American vessels that visited the Dutch Spice Islands, Amboyna, &c. His ship *Minerva* was the first Salem vessel to circumnavigate the globe, having sailed from here in 1800 for the N. W.

coast and China. His ship *Hercules*, under his brother Edward's command, on the conclusion of the war with Great Britain in 1815, was the first vessel to sail from the United States for the East Indies, under the terms of the treaty. The *Hercules*, built for Captain West in 1805, was a few years since doing good service as a whaler out of New Bedford, and is, we believe, still in existence.

He was, says Mr. Ward, the chronicler of the past, and the best authority for the history of our commerce from the beginning. His age so nearly approximated an hundred years that we may say he flourished during four generations of his race, in the most active and enterprising walks of life. In person Captain West was of fine figure and of a majestic mien and gait. He never forgot the dignity which belonged to his years and station. He was a gentleman of the old school in manners and dress, and adhered with scrupulous tenacity to the costume of his early years. His physical powers were so little impaired, even in his extreme old age, that he was frequently seen driving alone in his gig, or walking with vigorous and elastic step, until a very short time before his death; and many of our readers can recall his commanding and dignified appearance in our streets. He united in himself personal frugality, economy, and untiring industry; and his favorite maxim was, "Without these none can be rich, and with these few would be poor."

Captain West's remains were deposited in his family tomb in the Broad street Cemetery, and ten years later, the body of his gallant grandson, General Frederick W. Lander, was laid beside him.

BIOGRAPHICAL SKETCHES.

If one could rehearse the lives of the men who have belonged to this society,—formed, be it remembered, "when we lived under a King"; when the early members having business to transact at the Custom House were brought face to face with the "board at the gate with his Majesty's Arms thereon,"—he could unfold the whole history of our com-

merce, and narrate deeds in peace and war, and develop feats of maritime enterprise not to be excelled in the commercial annals of the world. The task is of too much magnitude to undertake. But to show the character of the men who have belonged to this ancient and honorable organization, and to indicate how interesting and instructive a field of research is here opened, we will notice, very generally, in addition to what has already been intimated, two or three of the early members, in the hope of stimulating further biographical contributions, so that the list may be eventually completed and added to the other valuable historical collections of the Essex Institute. Take the following specimens as instances.

JOSIAH BATCHELDER (M. S., No. 19) joined the society April 19, 1766. He was the son of Josiah Batchelder, who served in the expedition against Port Royal in 1707; was born in Beverly, October 6, N. S., 1737, and died December 10, 1809, in his 73d year. He early entered upon a nautical career, and, possessing strong natural talents and a firm constitution, through the fatigues of common seamanship, which were not slight in those days, he arose to the command of a vessel when quite young, and with promptitude discharged the various duties of a sea captain and merchant during the many years of his maritime and commercial life. In 1761 he was taken by a French privateer, detained as a hostage and thrust into a filthy prison in Martinico, while his vessel was despatched, under the charge of his first officer, to obtain the release money.

He was a popular merchant when the American Revolution commenced, and by his ardency in the cause of our civil liberties, made great private sacrifices. By the suffrages of Beverly he was, in 1774, elected a member of the General Court. Being one of the choice spirits of our Independence he was a member of the Provincial Congress in January, May and July, 1775, and was re-elected in May, 1776, 1777, and 1779. He was six times elected to the General Court, and in both assemblies was placed on the most important committees. During the above representations, writes one who

knew him well, neither British austerity nor the menacing Tory spirit of "times which tried men's souls," were sufficient to awe to silence this deceased patriot. He despised the hypocritical ambiguity of the canting and unstable. With bold ardency he manifested his energetic and persevering spirit in favor of our independence, anticipating all that glory which eventuated from the struggle. He was, on every occasion, ready with the most frank declarations of his opinion, as well in the public conventions as in the private circles of the members of that government. He surmounted the want of an early education by strength of intellect, and his public advices were the result of a spirited and mature deliberation. He was, early in the Revolution, appointed a Justice of the Peace, and was the first and only naval officer of the port of Beverly. When Salem and Beverly were, by act of Congress, formed into one district, he was appointed Surveyor, which office he held at his death. The duties of his public functions he continued to discharge, with all that trustful ability which so strongly marked his character, and, notwithstanding the infirmities of age, continued his activity until a few days previous to his death. From 1774 he was a consistent and honored member of the First Church in Beverly, and he died in the full confidence of the Christian's reward.

JOSEPH LEE (M. S., No. 25), joined the society May 25, 1766. He was born in Salem in May, 1744, and died in Boston in 1831, in his 88th year. At the age of thirteen he went to sea, and afterwards had the command of vessels in the European and West India trade. Retiring from a seafaring life he became a merchant and ship owner, and was for many years a partner with George Cabot in the trade to Spain, the West Indies and the Baltic, residing in Beverly. He was an active and useful citizen, although holding no office and taking no prominent part in political affairs. He had great mechanical genius and was especially interested in naval architecture, being constantly occupied in devising improvements in shipbuilding. His models were often adopted by the merchants of Salem and Boston, and

contributed largely to the style of construction by which superior speed is combined with increased carrying capacity. The brig *Caravan*, of missionary fame, built by Enos Briggs and launched in 1802, was constructed on a model furnished by him, and was a great improvement on previous models. He was one of the largest proprietors of Essex Bridge and was chiefly instrumental in its erection. He removed to Boston in 1807. Having acquired an ample fortune he contributed liberally to literary and charitable institutions, and within a year of his death made a donation of \$20,000 to the Massachusetts General Hospital. He was a man of modest pretensions, says one of his eulogists, and passed through life without an enemy, and without a stain upon his character. He was the grandfather of our fellow citizen, John C. Lee, Esq.

GEORGE CABOT (M. S., No. 54) joined the society March 28, 1771. He was born in Salem in December, 1751, removed to Beverly in his childhood, and died in Boston, April 18, 1823. He early engaged in maritime pursuits, and was so remarkable a youth that at the age of eighteen he was master of a vessel in the European trade. His seafaring life gave him a large acquaintance with foreign countries, customs and people, and aided greatly in the improvement of a naturally astute mind, while his powers of observation and generalization continually augmented his stores of useful knowledge. At the age of twenty-five he was a member of the Provincial Congress, and there evinced qualities of statesmanship which were speedily developed and ripened. He was an influential member of the State Convention of 1788, called to deliberate on the adoption of the Federal Constitution. He was afterwards, from 1791 to 1796, a Senator from Massachusetts in the United States Congress, and was the confidential friend of Washington and Hamilton, the latter of whom relied greatly on Mr. Cabot's commercial knowledge and sagacious views in preparing his celebrated system of finance. At the expiration of his fifth year as U. S. Senator, he resigned his seat, having accepted the office with reluctance, and feeling no desire to remain in public life.

In 1793 he removed to Boston, and, although avoiding office and place, continued an honored and influential member of society. In May, 1798, when the Navy Department was established, he was offered by President Adams the post of first Secretary, but he declined the honor in favor of Benjamin Stoddard, a celebrated naval constructor, who was appointed and filled the office to much acceptance. Mr. Cabot was drawn from his retirement in 1814 and presided over the Hartford Convention.

JOHN ROSE DALLING (M. S., No. 288) died in Salem March 3, 1808, at the early age of twenty-nine. Probably few if any of our readers ever read his name, but Dr. Bentley wrote of him, soon after his death, that "he possessed a strong mind, and ranked among the first our country has produced as a ship-master and factor, both in Europe and India. From early life he was the orphan's guide, the affectionate son, the kind and tender friend." Another eulogist writes of him that he died of a lingering consumption, which he bore with becoming fortitude and pious resignation. An enterprising, bold and skillful navigator, who dared to deviate from the beaten track and was successful; a persevering, arduous and indefatigable factor, whose intelligence and experience developed and dissipated the intricacies that embarrass commerce, in the marts of Europe and India; bigoted to no party, a good and useful citizen, a zealous and steady friend of his country. Deprived in early childhood of the fond paternal care and guidance, he was distinguished as the father of the unfortunate and the orphan's tender friend. To a kind mother he was the most affectionate of sons. He early evinced a predilection for navigation and commerce, and soon took an active station in these pursuits, in the course of which he endured sufferings that called forth all his fortitude to support, and skill to extricate from. If all this could be said of him before he had attained the age of thirty, what mark would he not have made in the world if he had not been thus prematurely cut off.

JONATHAN HARADEN (M. S., No. 84) joined the society March 28, 1782, was born in 1744, and died in November,



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1803, aged fifty-nine. He was one of the most distinguished naval heroes of the Revolution. Hon. Charles W. Upham says:—

“He fought some of the most desperate actions, and achieved some of the most wonderful triumphs, which the ocean has ever witnessed. In private life he was amiable and upright. His temper was mild and his manners gentle; but on the quarter-deck, and amid the thunders of battle, the great and commanding energies of his noble nature were gloriously displayed; the more imminent the peril, the more terrific the scene, the more perfect his self-command and calm composure and serene intrepidity. He was not only brave himself, but he made all around him brave also. So evident and certain was it that he knew no fear, that fear vanished from the breasts of all under his command. His consummate and extraordinary courage, by thus imparting itself to his whole crew, made him invincible against all odds, and gave him, as was justly observed by one who understood his character and history, ‘a name of terror on the ocean.’ In the spring of 1780, in command of the *General Pickering*, of about a hundred tons burthen, with sixteen six-pounders and a crew of forty-five men and boys, he captured a privateer of twenty-two nine-pounders and sixty men. He put on board a prize crew under Captain Jonathan Carnes, reducing his own crew to less than forty, and being still further weakened and embarrassed by having the care of nearly twice that number of prisoners. While in this condition an English ship of forty-two guns and one hundred and forty men recaptured the prize. Notwithstanding the disparity of force, Captain Haraden gave battle, compelled her to seek safety in flight after a desperate contest, deliberately retook his prize and carried her safely into a Spanish port. The battle occurred about the dawn of day near the coast of Spain. An immense concourse of spectators, amounting, as was supposed, to nearly one hundred thousand, assembled along the shore, in boats and on the hills, during the action; and before Captain Haraden, with his prize, had been at anchor half an hour, one could walk a mile from his ship by stepping from one boat

to another. So great was the enthusiasm of admiration with which the battle had been witnessed, that, when he landed, he was surrounded by this vast throng of strangers and foreigners, and carried by them in triumph to a populous city in the neighborhood, where he was welcomed with public and unbounded honors."

The late venerable Robert Cowan of Salem, who was with him in this action, said that the General Pickering, in comparison with her antagonist, "looked like a long boat by the side of a ship." Another of his men said that "he fought with an energy and determination that seemed super-human," and that although in the most exposed positions, "where the shot flew around him in thousands, he was all the while as calm and steady as amidst a shower of snowflakes." During the war he captured more than a thousand guns from the ships of the enemy. Never, adds Mr. Upham, should the people of this place assemble to commemorate the war of Independence, without bearing in honored and affectionate remembrance the name of this dauntless hero and virtuous citizen.

Capt. JESSE SMITH (M. S., No. 18), the last of the body-guards of Washington, died in Salem, June 4, 1844, aged 88. At the commencement of the Revolution, 1775, he resided in Lincoln, Mass., and belonged to a company of minute men. He was called out of his bed 19th of April, 1775, and marched to Concord with his company, and followed the retreating British army to Bunker Hill, firing upon them as opportunity offered. On the 21st of April, 1775, he enlisted for eight months, and was at the battle of Bunker Hill. He served out his time and again enlisted for one year; was drafted into Gen. Washington's first foot guards under Capt. Gibbs, and marched to New York and remained till the army retreated. December, 1776, he re-enlisted for three years in a company of horse, under Capt. Lewis, as Gen. Washington's first horse guards, and was in the battles of Brandywine, Trenton, Germantown and Monmouth; was with the army at Valley Forge, served out his time and was honorably discharged, 1779. Being remarkably athletic, he was selected

to carry messages to distant points from camp. At one time he captured a British officer with his horse, a splendid animal, which was used afterwards by Gen. Lafayette. When he passed through Salem he recognized Capt. Smith. He served some time after his term of enlistment, and came to Salem and entered on board a privateer, was taken and carried to Quebec, thence to England, and confined in Mill Prison till the war was closed; returned to Salem and engaged in commerce as a shipmaster and suffered from French spoilation; as by the records of the society, July 29, 1802, he was excused from paying arrears, having been robbed by the French.

Capt. BENJAMIN UPTON (M. S., No. 295), commanded private armed brig Montgomery, one hundred and sixty-five tons, armed with eighteen guns. While on a cruise off Surinam, December 5, 1812, at 3 p. m., made a sail standing northward, which proved to be a large English packet brig with troops. She hauled up her courses and stood toward the Montgomery, which was prepared to receive her at 7 p. m. After exchanging shots and wearing, the Montgomery ordered her to send a boat on board, which she refused to do. Then commenced a terrible conflict. The Montgomery delivered her broadside, which was returned, and continued till 8 o'clock, when her antagonist laid the Montgomery aboard on the starboard waist, his port anchor catching in after gun port, his spitsail yard and jib-boom sweeping over the waist guns. In this situation the Montgomery kept up a fire of musketry and such guns as could be brought to bear, which was returned with musketry by regular platoons of soldiers. In this way the fight continued for fifty minutes. The Montgomery finally filled her fore-top sail and parted from the enemy, breaking his anchor, making a hole in the Montgomery's deck, breaking five stanchions and staving ten feet of bulwark, with standing rigging much cut up. She hauled off for repairs, having four men killed and twelve wounded, among whom were Captain Upton and Lieut. John Edwards of this society. It was thought prudent to get north into cooler weather, on account of the

wounded. The enemy stood to the northward after a parting shot. On the Montgomery's deck were found three boarding pikes, one musket, and two pots of combustible matter, intended to set fire to the Montgomery, and which succeeded, but was finally extinguished. This was one of the hardest contests of the war. The Montgomery was afterwards commanded by Capt. Jos. Strout (M. S., No. 150), and captured by H. M. ship, 74, La Hoge, and taken to Halifax. When Capt. Strout with his son, who was with him, were going alongside of the ship in the launch, another son, a prisoner on board, hailed the father and asked where mother was, which would have comprised the whole family.

EARLY EXPERIENCES.

Capt. MICHAEL DRIVER (M. S., No. 7), in the year 1759, commanded the schooner *Three Brothers*, bound to the West Indies; was taken by a privateer under English colors, called the *King of Russia*, commanded by Capt. James Incicto, of nine guns, and sent in to Antigue. Her cargo was valued at £550; finding no redress, came home. He sailed again in the schooner *Betsey* for Guadaloupe; while on his passage was taken by a French frigate and sent into above port. He ransomed the vessel for four thousand livres and left three hostages, and sailed for home November, 1761, and took command of schooner *Marý*, under a flag of truce, to go and pay the ransom and bring home the hostages. He was again captured, contrary to the laws of nations, by the English privateer *Revenge*, James McDonald, master; sent to New Providence, Bahama. He made protest before the authorities and was set at liberty with vessel and cargo. He pursued his voyage to Cape Francois, redeemed the hostages, and September 6, 1762, was ready to return; but Monsieur Blanch, commanding a French frigate, seized the vessel, took out hostages and crew and put them on board the frigate, bound to St. Jago, Cuba. He was detained till December, and vessel returned. Worn out and foodless, he was obliged to go to Jamaica for repairs. On his arrival home his case was represented to the Colonial Government

and transmitted to Governor Shirley at New Providence, but no redress was made. He must have been a man of energy and means, as subsequently the society held his bond and note in 1768 for £60, to settlement, 1787, with interest, amounting to £75, he having died August, 1785. His widow on the list of beneficiaries, 1788.

December 9th, 1794, Capt. HEZEKIAH FLINT (M. S., No. 268), via Martha's Vineyard, arrived in the schooner *Syntha*. He sailed from here in September last and touched at all the English windward islands, and proceeded for Hispaniola, in sight of which he was captured by a Bermudian privateer, who put on board eight men and a prize master, taking from the schooner the mate and three men, and ordered her to Bermuda. After being on board eleven days, one of the men, who had been ill-treated on board the privateer, informed Captain Flint he wished to retake the schooner, which being agreed to, the next morning about four o'clock, they, with two others took possession, confined the prize-master and men in the cabin, and shaped their course home. From the day they retook the vessel till their arrival they did not go below. He brought home most of his outward cargo.

Capt. THOMAS BENSON (M. S., No. 85), commanded private armed ships *Hendric Hudson*, *Julius Cæsar* and schooner *Dolphin*, and finally was captured in 1782, and imprisoned in the Jersey prison ship, New York. So highly was he appreciated for bravery and daring, that the citizens of Salem interceded in his behalf, and he was exchanged for Capt. Henry Dean, an English officer. He died Sept. 18, 1790, aged 43.

WILLIAM PATTERSON (M. S., No. 80), commanded private ship *Disdain*, 1780, twenty guns, brig *Favorite*, and served as lieutenant in *Junius Brutus*. Died Sept. 7, 1793, aged 47.

We submit these very general outlines of a few of the members, to show how much of interest might be presented by taking up the nearly six hundred who have been associated in the organization from its commencement until now,

and giving the merest outlines of their careers. A glance at the many honored names on their catalogue discloses the ample richness of the materials and the wealth of information awaiting the investigation of a patient mind and the touch of an industrious hand.

The members of the Marine Society may congratulate themselves that they are the inheritors and transmitters of no mean institution. May it long flourish, an honor to old Salem and to the commercial enterprise of many generations.

One hundred and forty members were in the Revolutionary War and War of 1812. There were only nine members in the Civil War, a great many of the members at that time being beyond the age limit for service. The Society built and maintained a Seamen's Bethel for several years, with a fund bequeathed them by Capt. James C. Barr. and there being no sailors to attend, the building and fund were turned over to Salem Young Men's Christian Association for their use.

In his book on "The Ships and Sailors of Old Salem," the author, Ralph D. Paine, speaks as follows of Capt. John Bertram:

"John Bertram deserved to be classed with the older generation of Elias Hasket Derby and Joseph Peabody, because he possessed the same high qualities of foresight, daring and sagacity, a type of the militant leader of commerce on the firing line of civilization. Like theirs, his was a splendid American spirit, which created, builded, and won its rewards by virtue of native ability, inspired and impelled by the genius of its time and place. He was a privateer in the War of 1812, and lived to see his country's flag almost vanish from blue water, its superb merchant marine dwindle to almost nothing; but while it was in its glory he played well his part in carrying the stars and stripes, over his own ships, wherever the mariners of other nations went to seek commerce. This John Bertram came to Salem in his boyhood, and in 1813 was sailing out of Boston as a cabin boy in the schooner *Monkey*. A little later, shipping out of Charleston in a privateer, he was taken prisoner and confined in

British prison ships at Bermuda and Barbadoes. Having learned to speak French in his early years on the Isle of Jersey, he persuaded his captors that he was a French subject and was released, but was again captured and carried off to England, while homeward bound for Salem. His was the usual story of lads with brains and ambition in that era, at first a sailor and shipmaster, then an owner of vessels and a merchant on shore.

“John Bertram served a long apprenticeship before he forsook the quarter-deck. In 1824 he sailed for St. Helena in the chartered schooner *Gen. Brewer*, and when a few days at sea overhauled the Salem brig *Elizabeth*, Capt. Story, also headed for St. Helena. Commerce was a picturesque speculation then, and each of these skippers was eager to make port first with his cargo and snatch away the market from his rival.

“The weather was calm, the wind was light, and Capt. Bertram invited Capt. Story to come on board and have a cup of tea or something stronger. The skippers twain sat on deck and eyed each other while they yarned, each assuring the other that he was bound to Pernambuco. St. Helena? Nonsense! Capt. Story was rowed back to his brig, the two vessels made sail and jogged on their course. When nightfall came, however, John Bertram threw his whole deck-load of lumber overboard, in order to lighten his schooner and put her in the best trim for sailing, cracked on all the canvas he could carry, and let her drive for St. Helena as if the devil were after him. He beat the *Elizabeth* to port so handsomely that his cargo had been sold at fancy prices and he was standing out of the harbor, homeward bound, when the brig came creeping in with a very long-faced Capt. Story striding her poop.

“Soon after this, Capt. Bertram determined to go after a share of the South American trade, and after a voyage to the Cape of Good Hope in the *Velocity*, he carried her to the Rio Grande and the Coast of Patagonia to trade in hides. He went ashore, leaving Capt. W. B. Smith to pick up hides during short coastwise voyages, and finding the adventures

prosperous, bought a Salem brig at Pernambuco and kept both vessels busy. For three years Capt. Bertram lived on the coast of Patagonia, directing the operations of his little fleet and taking this exile as a routine part of the education of an American shipping merchant.

"After his return to Salem his activities were shifted to Zanzibar, where the American flag was almost unknown. Madagascar had been opened to American trade in 1821 by the Salem brig *Beulah* on her way home from Mocha. Zanzibar was a small settlement with no foreign trade, gum-copal, the principle staple product, being carried to India in the Sultan's vessels. In 1826 the Salem brig *Ann* called at Zanzibar and showed the natives the first American flag they had ever seen, but no attempt was made to establish commerce with the port until John Bertram set sail in the *Black Warrior* in 1830. He scented a pioneering voyage with gum-copal as the prize, an import in great demand by makers of varnish and up to that time imported by way of India at great cost. When the *Black Warrior* arrived at Zanzibar the Sultan was on the point of dispatching a vessel loaded with the coveted gum-copal to India, but this typical Salem navigator would not let such a chance slip through his fingers. He boarded the Sultan and made him an offer in shining silver dollars for the cargo, and the dazzled potentate set his slaves at work to transfer the cargo to the hold of the *Black Warrior*.

"Thence John Bertram sailed home, and sold his gum-copal for a handsome profit. Other ships followed in his wake, and for many years the Zanzibar trade in gum-copal was chiefly carried on in ships out of Salem, which controlled the supply of this commodity as it had won and held the pepper trade with Sumatra and the coffee trade with Mocha during an earlier generation.

"When the news of the California gold discoveries swept the East like wildfire in 1848, John Bertram was one of the first shipowners to grasp the possibilities of the trade around Cape Horn to San Francisco. Before the end of 1848 he had sent out a ship to carry the advance guard of

the argonauts. This bark Eliza cleared from Derby Wharf in December with assorted cargo and passengers, and was cheered by an excited crowd which swarmed among the East India warehouses and listened to the departing gold seekers sing in lusty chorus the "California Song," which later became the favorite ditty of many a ship's company bound round the Horn. It ran to the tune of 'Oh! Susannah,' and carried such sentiments as these:

'I come from Salem City
With my washbowl on my knee;
I'm going to California
The gold dust for to see.
It rained all day the day I left,
The weather it was dry;
The sun so hot I froze to death,
Oh, brother, don't you cry.

Chorus.

Oh, California!
That's the land for me!
I'm going to California
With my wash-bowl on my knee.*

"For this roaring California trade John Bertram and his partners built a famous American clipper, the John Bertram, of eleven hundred tons, at East Boston. The remarkable feature of this undertaking was that the ship was launched sixty days after the laying of her keel, and ninety days from the time the workmen first laid tools to the timbers

* Capt. John H. Eagleston took the brigantine Mary and Ellen out to California two months ahead of the Eliza, in October, 1848, loading with a general cargo to sell to the gold seekers. While at San Francisco in June, 1849, he met the Eliza, and later wrote, in an account of the voyage: "On board the Eliza there were quite a number of passengers. Several of these remaining in San Francisco, pitched their tent in Happy Valley, where Mr. Jonathan Nichols, stored as he was with fun and song, assisted by his social and free-hearted companions, made their quarters at all times inviting and pleasant. I was often with them, and under the beautiful evening sky, the echoes of good singing pleased the squatters that composed the little beehive village which dotted the valley, especially 'The Washbowl on My Knee,' which was the usual wind-up."

she was sailing out of Boston harbor with a full cargo, bound to San Francisco. The John Bertram was a staunch, able, and splendidly built ship, notwithstanding this feat of record-breaking construction. Thirty years after her maiden voyage she was still afloat in the deep-water trade, although under a foreign flag, a fine memorial of the skill and honesty of New England shipbuilders.

"After winning a handsome fortune in his shipping enterprises, John Bertram had foresight and wisdom to perceive that American ships in foreign trade were doomed to make a losing fight. Their day was past. He turned his energies into other and more profitable channels, and keeping pace with the march of the times, engaged in railroad development and manufacturing enterprises, a shipping merchant of the old school who adapted himself to new conditions with a large measure of success. Much of his fortune he gave to benefit his town of Salem, in which his extensive philanthropies keep his memory green."

In his will Captain Bertram bequeathed \$5,000 each to the Salem Hospital, Old Ladies' Home, Seaman's Widow and Orphan Association, East India Marine Society, and the South Church; \$108,000 to the Old Men's Home; \$41,000 to the Seamen's Orphan and Children's Friend Society; \$36,000 to the Plummer Farm School; also after the decease of his widow, about \$120,000 to Salem Hospital, and \$60,000 to the old Ladies' Home.

Before his death he founded the Old Men's Home, now known as the Bertram Home for Aged Men, and the Salem Hospital, his grandest and most endearing memorials. "There was no end," says the Salem Register, "to his generous subscriptions to all praiseworthy objects, and of his thousands of acts of beneficence, scattered all around the homes of our city, and known only to the recipients of his bounty, who can speak. There are multitudes who can gratefully say of him, 'Surely

He had a tear for pity, and a hand
Open as day for meeting charity.'"

VISIT OF THE U. S. S. SALEM.

An event of much interest to the members of the Salem Marine Society was the coming to Salem, during the last week of July, 1909, of the United States Ship Salem. The cruiser came here to receive the gifts which had been provided for her by the citizens of Salem, and added to the list was a beautiful marine clock, in a handsome case, as an appropriate token of the interest in the ship shown by the members of the two marine societies in this city.

When Captain A. L. Key, the commander of the Salem, came to this city to make final arrangements for the coming of the ship to this port, he was received by Capt. Entwisle, Capt. Trumbull, members of this society, Col. J. E. Spencer and Hon. J. D. H. Gauss, and entertained at the Salem Club. In return for this courtesy, Captain Key invited these four gentlemen to be his guests on the trip of the ship from her anchorage off Rockport to Salem harbor, an honor that was much appreciated. The trip was made on Saturday, July 24th, and before the start lunch was served on board ship. At 1.30 the anchor was weighed and the ship's prow turned toward Salem, Capt. William M. Swasey acting as pilot, when the entrance to the harbor was reached. The fog-horn on Baker's Island gave a welcome to Salem harbor, and when the ship dropped anchor off the Willows, Hart's Battery boomed forth a noisy salute. Then began a celebration in honor of the ship which lasted a week, and in which the members of the society had a conspicuous part.

The room of the society in Franklin Building was headquarters for the officers of the Salem during her stay in the harbor, and various courtesies were extended by our members. The society in connection with the East India Marine

Society arranged for an elaborate dinner at the Salem Club on Tuesday evening, July 27, for which handsomely engraved invitations were issued, and the affair was a complete success in every way.

One of the private dining rooms in the beautiful club house was elaborately decorated with the national colors. Streamers of red and white descended from the center of the room to the sides, while on two sides were American flags, with the Union Jack back of the seats at the head of the table. The table was decorated with flowers, and all the details of the dinner were carefully attended to. The menu card was quite elaborate, and a picture of Captain Key on the bridge of the Salem, a picture of the Cruiser Salem, a full rigged sailing ship, adorned it, and there were lists of officers of the ship and of the members of the society.

Captain Charles O. Welch, master of the Salem society, being unavoidably absent, President Albert P. Goodhue, of the East India Marine Society, presided at the dinner. On his right was Captain Key, and on his left Mayor John F. Hurley. Others present were: Lieutenant Commander R. C. Bulmer, Lieutenant W. W. Smith, Ensign W. F. Jacobs, Midshipman A. W. Carmichael, Passed Assistant Paymaster R. Spear and Passed Assistant Surgeon W. J. Zalinsky, of the Cruiser Salem; Captain Charles Beadle, Captain Edward B. Trumbull, Captain William Beadle, Captain Andrew Ropes, Captain J. Clifford Entwisle, George F. Putnam, John J. Brooks, John Robinson, George H. Pousland, David N. Pousland, George H. Allen, J. Porter Felt and George G. Putnam.

In the formal exercises that followed the dinner, President Goodhue welcomed Captain Key and introduced Captain Entwisle, who presented the handsome Howard clock which had been provided for the ship by the members of the two societies. In the course of his remarks, Captain Entwisle gave a summary of the history of the societies, referred to the commercial glory of the old port of Salem, and paid a tribute to the officers of the U. S. Navy. The beautiful gift was accepted for the ship by Captain Key with appropriate

and appreciative words, in which he paid tribute to the valor of Salem men upon the seas.

The clock presented to the Salem is a standard ship's timepiece, striking the regular ship's bells, and is of dull bronze mounted on a handsome bronze base. The figures of the face are large and clear and the clock bears the inscription: "From the Salem Marine Society and East India Marine Society to U. S. S. Salem 1908."

To show their appreciation of the courtesies that the Marine Societies had extended to them while in Salem, Captain Key and the officers of the ship extended an invitation to the members to dine on board the ship Saturday evening, July 31st, and it is needless to say that the invitation was gladly accepted. There were nine in the party: Captain Charles O. Welch, Captain Edward B. Trumbull, Captain J. Clifford Entwisle, Captain Charles Beadle, Captain William Beadle, George H. Pousland, David N. Pousland, John Robinson and George F. Putnam. It was a delightful occasion and was thoroughly enjoyed. The ward room and the dining table were decorated with flags and flowers, and while the elaborate dinner was served the Salem Cadet Band discoursed music. Informal speechmaking followed when the cigars were lighted, and with cheers for the ship the visitors took their departure at 11 o'clock.

FINANCIAL STATEMENTS.

STATEMENT OF NUMBER OF MEMBERSHIP FROM 1772 TO 1872 AND AMOUNT OF FUNDS AT ANNUAL IN OCTOBER.

Annual

1772, No. 60, living 55, amount of funds,	£115, 18s, 0d.
1780, " 70, " 57, "	£313, 16s, 6d.
1790, " 93, " 55, "	£596, 1s, 6d.
1800, " 227, " 158, "	\$4,231 46
1810, " 301, " 175, "	\$7,464 80
1820, " 322, " 147, "	\$10,698 29
1830, " 345, " 118, "	*\$11,853 58
1840, " 410, " 119, "	*\$14,506 42
1850, " 464, " 122, "	*\$20,628 75
1860, " 514, " 139, "	\$26,605 37
1872, " 551, " 100, "	†\$39,590 75

AMOUNT DISTRIBUTED BY THE SOCIETY FROM 1766 TO 1872.

118 widow beneficiaries, 42 members.

From 1766 to 1800,	\$1,630 00
" 1800 " 1810,	2,000 00
" 1810 " 1820,	2,800 00
" 1820 " 1830,	3,900 00
" 1830 " 1840,	4,869 00
" 1840 " 1850,	8,634 00
" 1850 " 1860,	13,810 00
" 1860 " 1872,	25,446 00
	\$63,089 00

* Franklin Building, value \$13,000. † Franklin Building, \$20,000; debt paid. Franklin Building destroyed by fire, October 21, 1860.

Franklin Bldg., from 1833 to 1840	\$1,406 00	
“ “ “ 1840 “ 1850	3,295 00	
“ “ “ 1850 “ 1860	6,896 00	
“ “ “ 1860 “ 1872	7,359 00	18,956 00

Total amount distributed,\$82,045 00

Nine widow beneficiaries: average time on the list, 46 years; least, 37; longest, 51 years. Others from 1 to 35.

The first of the following columns of figures indicates the amounts received by six widows. The second, amounts received from Franklin Building Fund to deceased members.

One	\$2,215	One	\$2,874
“	2,146	“	2,173
“	2,124	“	2,121
“	2,030	“	1,990
“	1,863	“	1,666
“	1,463	“	1,380
Others from \$800 to \$50		Others from \$900 to \$25	

DONATIONS AND LEGACIES.

1815, Hon. William Gray,	\$1,000
1821, Hon. Benjamin Pickman,	200
1822, George Dodge, Esq.,	400
1830, Thomas Perkins, Esq., Franklin Bldg., value	13,000
1837, Jonathan Neal, for distribution,	500
1838, Hon. Nathaniel Bowditch,	1,000
1846, Hon. Dudley L. Pickman,	1,000
1846, Miss Mehitable Higginson,	125
1849, Capt. Edward Stanley, income to aid members	300
1851, Elbridge G. Kimball,	500
1851, Nathaniel West, Derby Wharf property,	5,000
1857, William Pickman, Esq.,	500
1860, N. Ingersoll Bowditch, for distribution, when Franklin Building was burnt,	500
1863, George Andrews, Esq.,	300
1867, Nathaniel West, legacy,	12,500

1868, Francis Peabody, Esq., income to indigent members,	\$1,000
1870, John Dwyer, Esq., income to indigent members	500
1880, Michael Lord,	1,000
1882, Nathaniel Weston,	5,000
1882, William B. Smith,	100
1889, Geo. Higgenson, in remembrance,	3,000
1889, Estate of John Percival,	2,500
1889, N. Ingersoll Bowditch,	1,000

[Extract from the Will of Thomas Perkins, Esq.]

I give and devise to the Marine Society, at Salem, in New England, and their successors and assigns, all that my BRICK BUILDING and LAND with the appurtenances, known by the name of FRANKLIN PLACE in Salem aforesaid, being the same which I bought of Josiah Dow; on condition that the said Marine Society shall annually apply the net rents and profits thereof to the relief of such Poor and Indigent Members of the said Society, who may not be given to excessive drinking, as shall be annually designated by the Officers of the said Society for the time being.

[Copy of Henry Barr's Will.]

I, Henry Barr, of Salem, Mariner, do make my last Will as follows:—I give to Mrs. Sarah L. Buffum, my mother-in-law, one thousand dollars for her use. I give and devise to John Russell, Esq., all the rest of my real and personal estate, to be by him held on this trust: that he shall invest

and keep the same at interest during the life time of my daughter, Ellen Augusta, and shall pay her from time to time, the interest and income thereof, for her use; and if necessary for her comfort and support, any part of the principal; and after her decease, shall pay the same to her lawful issue; but if she dies leaving no issue, then I give the same to the Salem Marine Society, to be by them in trust applied and paid toward the building, erecting and supporting a Bethel Church in Salem, for the accommodation of Seamen, to have the Gospel preached to them. My daughter's sole receipt, even if married, to be valid, and her husband to have no control.

I appoint said Russell executor hereof; and authorize him to sell my real estate.

(Signed) HENRY BARR, (Seal.)

Dated, June 9, 1836.

Real Estate,\$ 134 00

Personal do., 24,128 29

\$24,262 29

Appraised by { THOMAS NEEDHAM,
WM. H. RUSSELL,
ABIJAH NORTHEY, } *April 28th, 1837.*

BENJAMIN MERRILL,
EBEN'R. SHILLABER,
MOSES H. BEEDE, } Witnesses.
Signed, published &c., }

SUBSCRIPTIONS TOWARDS REBUILDING FRANKLIN BUILDING.

The following are the names of the persons who contributed towards the rebuilding of the Franklin Building, which was destroyed by fire October 21, 1860, with the amount of each donation:

John Dwyer,	\$600
Nathaniel Weston,	500
William D. Pickman,	500
George Peabody,	500
James Upton,	500
Edwin Upton,	500
George Upton,	500
Charles D. Mugford,	500
John Bertram,	500
Zachariah F. Silsbee,	500
American Ins. Co., J. I. Bowditch, President,	4,000
Nathaniel I. Bowditch,	500
Francis Peabody,	500
Richard S. Rogers,	300
William Hunt,	200
Miss Rawlins L. Pickman,	150
Stephen G. Wheatland,	100
Richard H. Wheatland,	100
Daniel A. White,	100
William McMullen,	100
Michael W. Shepard,	100
Benjamin W. Stone,	100
James B. Curwin,	100
Nathan A. Frye,	100
Benjamin A. West,	100
Henry Gardner,	100
Nathaniel Brown,	100
James S. Kimball,	100
John C. Lee,	100
William Stone, Jr.,	100

Amount carried forward, \$12,150

Amount brought forward,\$12,150

Henry F. Shepard,	100
John B. Silsbee,	100
John H. Silsbee,	100
Otis P. Lord,	100
Robert Brookhouse, Jr.,	100
William B. Smith,	75
Nathaniel Griffin,	50
Jeremiah Page,	50
Francis Brown,	50
N. B. Mansfield,	50
Samuel R. Curwin,	50
George W. Pousland,	50
John H. Downing,	50
Daniel H. Mansfield,	50
Frederick Lendholm,	25
Allen Putnam,	25
John P. Andrews,	20
Miss Sarah F. Orne,	20
James Buffington,	25
Abner C. Goodell,	10
George Andrews,	10
Lemuel B. Hatch,	10
Asahel Huntington,	50
William Pousland,	50
Richard Davis,	20
William B. Parker,	25
James Emerton,	25
Charles Roundy,	50
David A. Neal,	100
John Swasey,	100
Augustus Story,	25
Alfred Peabody,	100
James P. Cook,	250
James B. Endicott,	250

\$14,315

LIST OF PROPERTY BELONGING TO THE SOCIETY,
OCTOBER, 1872.

34 shares Salem National Bank,	\$3,400 00	
24 " Beverly National Bank, . . .	2,400 00	
27 " Salem Nat. Exchange Bk.,	2,700 00	
59 " Asiatic National Bank, . . .	1,770 00	
43 " Naumkeag National Bank,	4,330 00	
32 " National Bank,	3,200 00	
28 " Merchants' National,	1,400 00	
1 bond 5-20 U. S. Coupon, cost. . . .	1,048 75	
1 " Western Railroad,	500 00	
	<hr/>	\$20,718 75
1 bond 5-20 U. S. Coupon, cost (West legacy),	\$10,462 50	
20 shares E. R. R. (West legacy), . .	2,172 50	
	<hr/>	\$12,635 00
1 bond Salem Water Loan (Francis Peabody legacy),	\$1,002 50	
1 bond Cedar Rapids & Missouri R. R. (John Dwyer legacy) . .	485 50	
	<hr/>	\$1,498 00
Salem Savings Bank, balance West legacy,	\$1,430 00	
Salem Savings Bank, balance John Dwyer legacy,	14 50	
Salem Savings Bank, fines and en- trance fees,	3,304 50	\$4,749 00
	<hr/>	
Total,	\$39,590 75	
Franklin Building, value,	20,000 00	
	<hr/>	\$59,590 75
Balance for distribution for 1873,	\$3,301 66	
Balance for distribution Franklin Building,	852 06	
	<hr/>	\$4,153 72

OFFICERS OF THE SOCIETY, 1766 TO 1919.

MASTERS.

					Date of Death
Samuel Williams (acting)	from	1766	to	1768	1801
Jonathan Gardner, Jr.	"	1768	"	1791	1791
John Fisk	"	1791	"	1795	1797
Jonathan Haraden	"	1795	"	1796	1803
Benjamin West	"	1796	"	1808	1809
Benjamin Pickman	"	1808	"	1819	1819
Peter Lander	"	1819	"	1821	1834
John Osgood	"	1821	"	1826	1826
Willard Peele	"	1826	"	1834	1835
Samuel Cook	"	1834	"	1838	1861
Benjamin Upton	"	1838	"	1853	1853
Allen Putnam	"	1853	"	1854	1868
John Dwyer	"	1854	"	1870	1870
Nathaniel Brown	"	1870	"	1879	1879
Peter Silver	"	1879	"	1883	1883
Geo. W. Pousland	"	1883	"	1890	1895
Nathan W. Batchelder	"	1890	"	1893	1903
George E. Lord	"	1903	"	1905	1905
Charles O. Welch	"	1905	"	1914	1914
William F. Powers	"	1915	"	1916	1916
Edward B. Trumbull	"	1916			

DEPUTY MASTERS.

				Date of Death
William Bartlett	from	1772	to 1791	1794
Benjamin West	"	1791	" 1796	1809
John Gibaut	"	1796	" 1802	1805
Edward Allen	"	1802	" 1803	1803
Peter Lander	"	1803	" 1808	1834
John Osgood	"	1808	" 1821	1826
Willard Peele	"	1821	" 1827	1835
Henry King	"	1827	" 1832	1834
Francis Peabody	"	1832	" 1834	1867
Benjamin Upton	"	1834	" 1838	1853
Joseph Felt	"	1838	" 1841	1856
Thomas C. Whittredge	"	1841	" 1845	1854
James B. Briggs	"	1845	" 1852	1857
Nathaniel B. Mansfield	"	1852	" 1854	1863
Jeremiah Page	"	1854	" 1864	1867
Josiah Spalding	"	1864	" 1865	1868
James Buffington	"	1865	" 1869	1881
Nathaniel Brown	"	1869	" 1870	1879
George Upton	"	1870	" 1877	
Francis R. Webb	"	1877	" 1879	1892
Peter Silver	"	1879	" 1883	1883
Geo. W. Pousland	"	1883	" 1890	1895
Geo. E. Lord	"	1890	" 1894	1905
E. Aug. Emmerton	"	1894	" 1901	1901
John Mullin	"	1901	" 1902	1902
Thos. Fuller	"	1902	" 1903	1906
Chas. O. Welch	"	1903	" 1905	
Chas. Beadle	"	1905	" 1910	1910
W. F. Powars	"	1910	" 1914	1914
Edward B. Trumbull	"	1915	" 1916	
D. N. Pousland	"	1916		

TREASURERS.

Samuel Williams	from 1766 to 1768
Jonathan Gardner, Jr.*	“ 1768 “ 1791
Jonathan Gardner	“ 1791 “ 1821
Gideon Tucker	“ 1821 “ 1834
David Pingree	“ 1834 “ 1845
Thomas P. Pingree	“ 1845 “ 1846
James Upton	“ 1846 “ 1852
Jonathan P. Felt	“ 1852 “ 1860
Daniel H. Mansfield	“ 1860 “ 1873
Nathan H. Millett	“ 1873 “ 1904
Edward B. Trumbull	“ 1904

CLERKS.

Samuel Williams	from 1766 to 1768
Jonathan Gardner, Jr.	“ 1768 “ 1774
Jacob Ashton	“ 1774 “ 1781
Habakkuk Bowditch	“ 1781 “ 1785
Jonathan Mason	“ 1785 “ 1799
John Collins	“ 1799 “ 1800
Benjamin Pickman	“ 1800 “ 1804
John Collins	“ 1804 “ 1806
Benjamin Peirce	“ 1806 “ 1808
Nathaniel Knight	“ 1808 “ 1834
Thomas West	“ 1834 “ 1847
Edward Barnard	“ 1847 “ 1858
Samuel Benson	“ 1858 “ 1862
Robert W. Gould	“ 1862 “ 1868
Charles W. Farrington	“ 1868 “ 1869
William B. Bates	“ 1869 “ 1894
Edw. B. Trumbull	“ 1894 “ 1904
J. Clifford Entwisle	“ 1904

* Messrs. Gardner, father and son, acted fifty-three years.

COMMITTEE ON DESIGN OF NEW FRANKLIN BUILDING, 1860.

Charles Mansfield William H. Foster George Upton

BUILDING COMMITTEE.

Charles D. Mugford James B. Curwen James Upton

AGENTS OF FRANKLIN BUILDING

Nathaniel Knight	from 1831 to 1838
Samuel Cook	“ 1838 “ 1852
Jonathan P. Felt	“ 1852 “ 1859
Allen Putnam	“ 1859 “ 1867
Brackley R. Peabody	“ 1867 “ 1869
Nicholas T. Snell	“ 1869 “ 1870
William B. Bates	“ 1870 “ 1893
Chas. Beadle	“ 1894 “ 1911
Edw. B. Trumbull	“ 1911

DIRECTORS FOR DERBY WHARF.

William B. Smith	from 1850 to 1855
James S. Kimball	1855

COMMITTEE ON FRANKLIN BUILDING.

Stephen W. Shepard,	} to receive building, 1830.
John H. Andrew,	
Henry King,	

COMMITTEE ON FRANKLIN BUILDING (*contd.*)

Willard Peele	from 1831 to 1832
Gideon Tucker	" 1831 " 1832
Samuel Cook	" 1832 " 1838
Thomas P. Pingree	" 1832 " 1838
Nathaniel Weston	" 1832 " 1835
Joseph Noble	" 1835 " 1840
Nathaniel Weston	" 1838 " 1860
Thomas C. Whittredge	" 1840 " 1845
Jonathan P. Felt	" 1845 " 1846
James W. Cheever	" 1846 " 1852
Samuel Cook	" 1852 " 1854
James S. Kimball	" 1854 " 1855
William B. Smith	" 1855 " 1860
Allen Putnam	" 1855 " 1859

(NEW BUILDING)

James Upton	from 1862 to 1877
James B. Curwen	" 1862 " 1877
John H. Downing	" 1877 " 1879
Robert Brookhouse	" 1877 " 1888
Benj. F. Fabens	" 1877 " 1888
Stephen G. Wheatland	" 1878 " 1892
Francis R. Webb	" 1878 " 1881
Wm. G. Webb	" 1881 " 1896
G. H. Allen	" 1892 " 1894
Geo. E. Lord	" 1895 " 1897
Thos. Fuller	" 1896 " 1897
W. H. Trumbull	" 1897 " 1914
J. P. Felt	" 1898 " 1918
W. F. Powars	" 1915 " 1916
D. N. Pousland	" 1916
G. H. Allen	" 1919

MESSENGERS.

Thomas Fabens	from 1800 to 1820
John Fabens	" 1820 " 1865
Samuel Very	" 1865

25	†Joseph Lee	.	.	.	May	25, 1766	1831	87	Boston. R. W. Dis. merchant.
26	Edward Allen	.	.	.	"	"	27, 1803	68	Salem.
27	Thomas Morong	.	.	.	"	"	April, 1768	28	"
28	†Samuel Grant	.	.	.	"	"	April, 1794	54	"
29	Jacob Crowninshield	.	.	.	June	25, 1766	1774	41	At sea. [leans with Mr. Galbreth
30	†Josiah Orne	.	.	.	July	25, 1766	21, 1789	44	Salem. R. W. Portrait at N. Or-
31	Ebenezer Ward, Jr.	.	.	.	"	"	Oct. 26, 1776	38	"
32	Daniel Hathorne	.	.	.	Aug.	25, 1766	18, 1796	65	"
33	†John Derby	.	.	.	"	"	April 5, 1812	72	"
34	Cabot Gerrish	.	.	.	"	"	Dec. 5, 1780	41	At sea.
35	George Southward	.	.	.	"	"	January, 1815	77	Amherst, N. H.
36	David Masury	.	.	.	Sept.	25, 1766	Dec., 1789		Salem.
37	Nathaniel Knight	.	.	.	July	25, 1767	April, 1792	45	At sea. R. W.
38	†John Archer	.	.	.	"	"	Sept., 1819	86	Salem.
39	†John Berry	.	.	.	Aug.	25, 1767	July 1, 1804	70	"
40	George Smith	.	.	.	Sept.	25, 1767	July 18, 1781	61	" R. W.
41	Habakkuk Bowditch	.	.	.	Oct.	29, 1767	July 18, 1798		" [ditch, Boston
42	John Bowditch	.	.	.	Nov.	25, 1767	March 2, 1791	63	" Shiloeet with Geo. Bow-
43	Jonathan Gardner, Jr. (Master)	.	.	.	July	26, 1768	March 21, 1792	76	" Merchant.
44	Jonathan Webb	.	.	.	Aug.	26, 1768	Sept. 28, 1797	53	Salem. R. W.
45	John Fiske (Master)	.	.	.	"	"	Sept. 28, 1797	69	"
46	†William Morgan	.	.	.	Sept.	29, 1768	1810		Loyalist, left Salem, 1776.
47	†Robert Alcock	.	.	.	Oct.	27, 1768	1799	66	Salem. R. W.
48	Jonathan Mason	.	.	.	"	"	Nov., 1801	60	" [prison ship, N.Y.
49	Stephen Cleaveland	.	.	.	"	"	Oct., 1795	64	Salem. R. W. Pris'r in Jersey
50	Benjamin Warren	.	.	.	Nov.	24, 1768	1777		"
51	Thomas Frye	.	.	.	Dec.	29, 1768	Nov., 1804	62	"
52	†Jonathan Lambert	.	.	.	March	30, 1769	Nov. 9, 1790	43	Boston.
53	†Henry Higginson	.	.	.	June	28, 1770	Oct., 1823	72	" M. C. & Senator, 1791-6.
54	†George Cabot	.	.	.	March	28, 1771	April 18, 1821	71	Salem. R. W.
55	†George Dodge, Jr.	.	.	.	June	27, 1771	Sept. 21, 1821	92	"
56	Peter Lander (Master)	.	.	.	"	"	Oct. 30, 1834	47	Barbados, W. I. R. W.
57	William Carlton	.	.	.	July	25, 1771	June, 1791	84	Salem. R. W.
58	†John Buffinton	.	.	.	Oct.	31, 1771	Feb. 14, 1827		

No.	NAMES.	JOINED.	DIED.	AGE.	PLACE OF DEATH.
59	†Daniel Conant	Feb. 27, 1772	Aug. 1786	42	W. I.
60	†Ebenazer Ellenwood	April 30, 1772	26, 1783	39	Beverly.
61	Stephen Mascoll	Dec. 31, 1772	Jan. 1, 1777		Killed in b'ding Eng. ship. R. W.
62	James Buffinton	Oct. 28, 1773	June 6, 1775	37	Salem. R. W.
63	William Williams	" "	April 14, 1781	39	"
64	†Benjamin Goodhue	Oct. 27, 1774	July 28, 1814	66	" M. C. & Senator, 1793-7.
65	†Jacob Ashton	Nov. 3, 1774	Dec. 28, 1829	85	" R. W.
66	†Jonathan Ingersoll	" "	Sept. 9, 1840	89	Windsor, Vt.
67	†George Osborne	Dec. 29, 1774	June, 1808	70	Salem.
68	†William Orne	" "	Oct. 14, 1815	64	" R. W. Dis. merchant.
69	†Ichabod Nichols	" "	July 2, 1839	90	" "
70	John Collins	Nov. 30, 1780	Aug. 21, 1824	73	" "
71	John Turner, Jr.	" "	April 5, 1785	41	Uxbridge, N. H. R. W.
72	Clifford Byrne	" "	April 4, 1815	68	Salem.
73	Francis Boardman	" "	Feb. 10, 1792	44	Port au Prince. R. W.
74	Nathaniel West	Dec. 28, 1780	Dec. 19, 1851	96	Salem. R. W. Dis. merchant.
75	†Zachariah Burchmore	" "	May, 1807	64	" "
76	†Nathaniel Brookhouse	" "	March, 1795	39	Lost on passage to Eng'd. R. W.
77	Simon Forrester	Jan. 25, 1781	July 4, 1817	71	Salem. R. W.
78	†Ephraim Emmerton	March 29, 1781	July 24, 1824	76	" "
79	†Samuel Croel	April 26, 1781	1806	54	Canton, China. R. W. [20 guns
80	William Patterson	Nov. 29, 1781	Sept. 7, 1793	47	Salem. R. W. 1780. com. priv. Disdain,
81	William Ross	" "	Sept. 7, 1790	48	At sea. R. W.
82	William Fairfield	" "	April, 1789	42	Killed at sea. R. W.
83	Simon Byrne	Jan. 31, 1782	Dec., 1792	35	Salem. [Pickering, 16 g. & Julia Caesar
84	†Jonathan Haraden (Master)	March 27, 1782	Nov. 23, 1803	59	" R. W. 1780, com. ship Gen.
85	Thomas Benson	" "	Sept. 18, 1790	43	" R. W. 1780, ship Hendrick Hudson, 20g
86	†Benjamin Dean	April 25, 1782	Dec. 16, 1826	85	" war 1812. P. Revenge, 16g.
87	John Revel	May 30, 1782	Dec., 1795	35	" R. W. priv. Monmouth.
88	Samuel West	" "	1783	33	Virginia.

89	Francis Yates	.	.	.	May 30, 1782	Prev. to 1807	48	Salem. R. W. 1780 com'd ship
90	Charles Hamilton	.	.	.	Aug. 29, 1782	1793	41	"
91	William Gray	.	.	.	Sept. 26, 1782	Nov. 20, 1785	47	"
92	Gideon Henfield	.	.	.	Nov. 27, 1783	March, 1800	73	St. Lucia, W. I. R. W.
93	Hugh Smith	.	.	.	Oct. 27, 1783	Jan. 3, 1790	83	Salem. R. W.
94	Joshua Ward	.	.	.	March 30, 1791	Sept. 13, 1825	64	Worcester. Surgeon.
95	†William Paine	.	.	.	"	April 22, 1823	72	Salem. R. W. Dis. merchant.
96	William Orne	.	.	.	"	Oct. 14, 1815	60	Cambridge. R. W.
97	Benjamin Carpenter	.	.	.	April 28, 1791	Sept. 13, 1823	65	Londonderry, N.H. Dis. merch't
98	Elias Hasket Derby	.	.	.	"	Sept. 16, 1826	60	Salem. R., a Capt. Merchant.
99	Stephen Abbot	.	.	.	"	Aug. 9, 1813	60	" Merchant.
100	Jonathan Gardner	.	.	.	May 26, 1791	Sept. 26, 1821	64	" R. W.
101	John Derby, Jr.	.	.	.	"	Nov. 25, 1831	79	" Merchant.
102	Benjamin Pickman (Master)	.	.	.	June 30, 1791	May 12, 1819	66	Lancaster. R. W. Col. Salem.
103	†Joseph Hiller	.	.	.	"	Feb. 9, 1814	67	Salem. R. W. Merchant.
104	William Pickman	.	.	.	"	Nov. 10, 1815	76	Weston. Merchant.
105	†Samuel Derby	.	.	.	July 28, 1791	Jan. 17, 1843	60	At sea. R. W.
106	Samuel Ingersoll	.	.	.	Aug. 25, 1791	July 4, 1804	75	Salem. " Merchant.
107	†Stephen Webb	.	.	.	Sept. 29, 1791	Feb. 11, 1831	86	" Dis. merchant.
108	Joseph Peabody	.	.	.	Oct. 27, 1791	Jan. 5, 1844	75	"
109	Thomas Bowditch	.	.	.	Nov. 24, 1791	July 29, 1808	70	Medford.
110	†Samuel Robinson	.	.	.	"	Aug. 8, 1808	66	Salem.
111	William Ward	.	.	.	"	May 27, 1827	29	"
112	Joseph Cabot	.	.	.	"	Nov. 17, 1799	58	"
113	†Ebenezer Putnam	.	.	.	"	Feb. 25, 1826	63	Boston. Dis. merchant.
114	Nathan Peirce	.	.	.	Feb. 28, 1793	May 22, 1812	81	Reading. R. W.
115	†William Gray, Jr.	.	.	.	March 28, 1792	Nov. 4, 1825	75	Salem. " "
116	Daniel Saunders	.	.	.	June 27, 1792	Dec. 31, 1824	65	Ipswich. " "
117	†Henry Elkins	.	.	.	"	Aug. 20, 1836	61	Salem. R. W.
118	†Jonathan Ingersoll	.	.	.	April 27, 1792	May 17, 1817	69	"
119	†Jonathan Waldo	.	.	.	Aug. 30, 1792	March 31, 1815	65	"
120	Nathaniel Knight	.	.	.	Sept. 27, 1792	Feb. 19, 1845	65	"
121	John Osgood (Master)	.	.	.	"	Dec. 2, 1826	65	"
122	Thomas Chipman	.	.	.	"	Dec. 4, 1821	65	"
123	William Stearns	.	.	.	Aug. 30, 1792	April 24, 1819	65	" [ily, Salem. Portrait with fam-

No.	NAMES.	JOINED.	DIED.	AGE.	PLACE OF DEATH.
124	John Jenks . . .	Sept. 27, 1792	Oct. 11, 1817	66	Salem. R. W. [ship Racehorse, 20g
125	+Alexander Story . . .	" " "	1830	78	Claremont, N. H. R. W. 1782.
126	+John Page (Col.) . . .	Oct. 27, 1792	Dec. 2, 1838	87	Salem. R. W.
127	+Andrew Slewman . . .	Nov. 29, 1792	Jan., 1802	37	Guadaloupe, W. I.
128	Winthrop Gray . . .	Dec. 27, 1792	March 11, 1830		Boston.
129	+Samuel Curwen Ward . . .	" " "	Nov. 26, 1817	50	Salem. W. 1812, [1812 & R. W.
130	+Thomas Webb . . .	" " "	Oct. 14, 1825	69	" Capt. prison ship at Salem
131	Joseph Lambert . . .	Feb. 28, 1793	Jan. 15, 1830	71	" R. W.
132	Francis Roach . . .	" " "	Nov. 1798	43	" "
133	Jonathan Radax . . .	" " "	Sept. 1794		Hispaniola, Cuba. R. W.
134	Benjamin Shillaber . . .	March 28, 1793	Aug. 15, 1823	65	Salem. R. W.
135	+Ezekiel Hersey Derby . . .	" " "	Sept. 30, 1852	80	" Dis. merchant.
136	+Edward West . . .	April 26, 1793	June 12, 1851	91	Andover. R. W.
137	+Ebenezzer B. Ward . . .	Sept. 27, 1793	July 12, 1805	46	Salem,
138	+Benjamin Needham . . .	May 30, 1793	1800		R. W.
139	Jerathmel Peirce . . .	June 27, 1793	Aug. 25, 1827	80	Salem. R. W.
140	Thomas Bowditch . . .	Nov. 27, 1793	April 17, 1807	50	Martha's Vineyard.
141	Benjamin Webb, Jr. . . .	July 28, 1793	Oct. 18, 1815	62	Salem. R. W.
142	John Felt . . .	Oct. 31, 1793	Aug. 1802	39	Martha's Vineyard. R. W.
143	Joseph Moseley . . .	" " "	July 16, 1799	40	Killed from a privateer. R. W.
144	+George Smith, Jr. . . .	Jan. 30, 1793	Nov. 1840	79	Salem. R. W.
145	William Ives . . .	Oct. 31, 1793	April, 1814	56	Savannah, Ga.
146	John Leach . . .	Dec. 26, 1793	Oct. 9, 1804	57	Salem. R. W.
147	+John Pitman . . .	" " "	April, 1808	53	West Indies.
148	Benjamin Tarrant . . .	" " "	Oct. 1794	31	" "
149	+Edward Allen, Jr. . . .	Oct. 31, 1793	Dec. 5, 1845	82	St. Michael's Island. [gomery
150	Joseph Strout . . .	Jan. 30, 1794	Oct. 5, 1830	80	Salem. R. Fr. & 1812, br. Mont-
151	+Henry Prince . . .	" " "	Oct. 1, 1846	82	" W. 1812. [Alexander.
152	+Benjamin Crowninshield . . .	July 28, 1794	Nov. 25, 1836	79	Charlestown. R. Fr. & 1812 ship
153	+Ichabod Nichols . . .	July 30, 1794	March 22, 1839	90	Salem.
154	+John Saunders . . .	" " "	June 19, 1845	85	" R. W.

155	Nathaniel Ropes .	Feb.	27, 1794	Aug.	6, 1806	48	Salem.
156	Joseph Hosmer .	April	24, 1794	July	23, 1803	39	Norwalk, Ct.
157	†Ebenezer Shillaber	Sept.	26, 1794	Dec.	7, 1807	43	Salem. R. W.
158	†Henry Saunders	April	24, 1794	May	13, 1835	65	"
159	†Henry Gardner .	May	29, 1794	Nov.	1817	71	Malden. R. W.
160	†Woodbridge Grafton .	Feb.	24, 1794		1810		Philadelphia.
161	John Gibaut .	Sept.	23, 1794	Aug.	11, 1805	38	Gloucester.
162	George Girdler Smith	Sept.	25, 1794	Nov.	20, 1810	53	Salem. R. W.
163	Joseph Sprague .	Oct.	30, 1794	June	8, 1813	61	"
164	†John Burchmore	Nov.	27, 1794	Sept.	1802	29	At sea.
165	†Michael Webb .	"	"	Nov.	12, 1839	78	Salem.
166	George Archer .	Dec.	25, 1794	Aug.	17, 1801	34	Oswego, N. Y.
167	Nehemiah Andrews	Jan.	29, 1795	Feb.	1800	48	Salem. R. W.
168	Jonathan Millett ,	June	25, 1795	Oct.	1804	40	"
169	William Patterson	"	"	Nov.	1806	36	"
170	†Hardy Ropes .	Feb.	26, 1795	Oct.	1, 1844	81	Woodstock, N. H.
171	†Francis B. Dennis	"	"	Sept.	2, 1812	65	Salem. R. W.
172	†Benjamin Pickman, Jr.	May	28, 1795	Aug.	16, 1843	80	" M. C.
173	Richard Gray .	Feb.	26, 1795	Dec.	10, 1796	34	At sea.
174	John Becket .	Aug.	27, 1795	Aug.	19, 1814	59	Salem.
175	Andrew Haraden	"	"	July	8, 1835	66	" W. 1812. D. P.
176	†John Rust .	Sept.	24, 1795	May	26, 1834	72	"
177	Thomas Ashby .	Nov.	26, 1795	Dec.	29, 1804	41	"
178	Robert Emery .	Feb.	25, 1796	May	7, 1841	68	Springfield.
179	Timothy Wellman, Jr.	Nov.	26, 1796	July,	1823	67	Salem. W. 1812, ship Alexander
180	William Wyatt .	April	28, 1796	Dec.	1796	67	"
181	Samuel Page .		1795	Sept.	14, 1814	61	Danvers certificate S. P. Fowler
181	†John Edwards .	April	28, 1796	April,	1807	60	Salem. R. W. & 1812.
182	Daniel Hathorne .	Dec.	25, 1796	June	14, 1805	30	At sea.
183	Oliver Webb .	Nov.	26, 1796	Sept.	1798	77	St. Domingo.
184	Daniel Sage .	May	26, 1796	May	18, 1836	85	Salem. R. W.
185	Benjamin Dean .	June	30, 1796	March	20, 1824	85	"
186	George Chapman .	"	"	"	"	84	" [wine, Trenton, Germant'n
187	Jesse Smith .	July	28, 1796	June	4, 1844	88	" R. W. Bunker H., Brandy-
188	Samuel Endicott .	March	31, 1796	May	1, 1828	65	"

No.	NAMES.	JOINED.	DIED.	AGE.	PLACE OF DEATH.
189	Benjamin Webb, Jr.	Oct. 29, 1796	Oct. 1815	65	Salem. R. W.
190	†Penn Townsend	Aug. 25, 1796	June 30, 1846	75	"
191	†Jonathan Shillaber	" "	July 3, 1850	75	"
192	John Norris	" "	Sept. 15, 1869	89½	" R. W.
193	†Samuel Page	Dec. 31, 1796	Feb. 1, 1834	56	"
194	Robert Leach	Sept. 29, 1796	Nov. 1, 1825	78	"
195	Thomas Putnam	March 28, 1796	Jan. 22, 1822	58	Danvers. "
196	Jeduthan Upton	Oct. 27, 1796	May, 1823	77	Stubenville, Me. W. 1812.
197	Jacob Crowninshield	Nov. 23, 1796	April 15, 1808	38	Washington. M. C.
198	†Dudley Porter	Dec. 29, 1796	Nov. 3, 1816	72	Andover.
199	Moses Endicott	Feb. 24, 1797	March 31, 1807	40	Havana.
200	Jacob Very	" "	July 3, 1797	46	Alexandria, Va.
201	Joseph Osgood, Jr.	May 30, 1797	May 2, 1806	34	England.
202	William Richardson	Oct. 27, 1797	Dec. 23, 1807	38	Salem.
203	David Patten	May 30, 1797	Nov. 5, 1805		Lost overboard.
204	John Barton	Sept. 29, 1797	July 24, 1818	44	Salem.
205	Daniel Ropes, Jr.	July 27, 1797	Jan. 8, 1808	42	London.
206	Job Trask	Aug. 31, 1797	Feb. 1808		At sea.
207	Samuel Masury, Jr.	Sept. 28, 1797	April 4, 1805	40	Salem.
208	John Endicott	Oct. 26, 1797	Nov. 30, 1834	70	Danvers. R. W.
209	Henry Clark	Sept. 28, 1797	1802	41	Amboyne, China.
210	George Hodges	Nov. 30, 1797	July 28, 1827	62	Salem.
211	Edmund Upton	" "	1814	45	Philadelphia.
212	Enoch Swett	Dec. 28, 1797	Dec. 21, 1803	37	At sea.
213	William Godshall	" "	May, 1816	54	Mauritius.
214	Stephen Phillips	Jan. 28, 1798	Oct. 19, 1838	72	Salem.
215	Josiah Orne	March 29, 1798	Sept. 23, 1825	57	"
216	George Ropes	" "	April 4, 1807	42	Lost at sea.
217	Benjamin Henderson	May 31, 1798	June 27, 1836	75	Salem. R. W.
218	†John Fairfield	" "	Aug. 15, 1850	78	Roxbury.

219	Nathaniel Archer	.	.	.	Aug. 30, 1798	May 17, 1833	63	Salem. R. W. & 1812.
220	John Fillebrown .	.	.	.	" "	March 5, 1814	52	England prisoner. 1812. D. P.
221	Benjamin Lander	.	.	.	Aug. 29, 1798	June 15, 1816	48	Salem.
222	Clifford Crowninshield	.	.	.	Aug. 29, 1799	June 2, 1809	47	"
223	Elias Grant .	.	.	.	Dec. 29, 1799	Oct. 1809		"
224	William Lander .	.	.	.	April 24, 1800	Aug. 1823	52	Newburg, N. Y.
225	†James Silver	.	.	.	Aug. 28, 1800	April 18, 1837	66	Salem.
226	Curtis Searl	.	.	.	" "	March 3, 1817	45	New Orleans.
227	Joshua Goodale .	.	.	.	Oct. 30, 1800	Sept. 16, 1829	74	Boston.
228	Thomas Whittredge	.	.	.	" "	Feb. 17, 1848	63	Salem.
229	Timothy Ropes .	.	.	.	" "	Feb. 17, 1848	74	"
230	Daniel Procter .	.	.	.	March 26, 1801	Feb. 10, 1820	50	Wilmington, N. C.
231	Jacob Sanderson .	.	.	.	April 30, 1801	Sept. 22, 1822	52	Salem.
232	William Appleton	.	.	.	" "	July 21, 1847	58	"
233	Joseph Knapp .	.	.	.	" "	Nov. 9, 1829	74	" W. 1812.
234	John Green .	.	.	.	" "	Nov. 22, 1836	76	"
235	†Christopher Babbidge	.	.	.	May 28, 1801	May, 1813	67	"
236	Samuel Archer, 3d .	.	.	.	" "	Jan. 22, 1840	45	Boston.
237	†Nehemiah Adams	.	.	.	June 25, 1801	Aug. 5, 1804	71	Salem.
238	Daniel Rust .	.	.	.	July 30, 1801	Sept. 11, 1811	32	At sea.
239	Benjamin Beckford	.	.	.	Oct. 30, 1801	May 11, 1811	53	Beverly.
240	Samuel Peters .	.	.	.	Dec. 30, 1801	April 15, 1821	43	Salem.
241	John Foster .	.	.	.	July 30, 1801	Jan. 1, 1828	51	"
242	Benjamin Watkins	.	.	.	Aug. 27, 1801	June 30, 1807	75	" R. W.
243	William Chever .	.	.	.	Sept. 24, 1801	Nov. 3, 1839	32	Calcutta.
244	Joseph Winn .	.	.	.	" "	April 9, 1805	78	Salem.
245	Nathaniel Brown	.	.	.	March 26, 1801	Jan. 9, 1838	33	St. Sunda.
246	†William Silver .	.	.	.	July 30, 1801	July 6, 1839	77	Salem.
247	†Peter Frye .	.	.	.	Aug. 29, 1801	Jan. 8, 1814	78	"
248	Moses Wallace .	.	.	.	Oct. 29, 1801	Feb. 10, 1825	46	"
249	Elijah Sanderson	.	.	.	Nov. 26, 1801	Dec. 1839	73	" R. W.
250	Thomas Shippen .	.	.	.	" "	March 16, 1845	89	"
251	Jeremiah Putnam	.	.	.	July 29, 1801	Nov. 10, 1806	75	Danvers.
252	†William Pinder .	.	.	.	Oct. 29, 1801	Jan. 15, 1844	26	Beverly.
253	Stephen Field .	.	.	.	July 30, 1801		72	Salem.

No.	NAMES.	JOINED.	DIED.	AGE.	PLACE OF DEATH.
254	Jonathan Beckford .	Feb. 25, 1802	July 7, 1807	37	At sea.
255	Samuel Cook (Master)	July 30, 1802	Dec. 10, 1861	92½	Salem. W. 1812.
256	†Stephen Low .	April 29, 1802	Nov. 5, 1825	80	Lost at sea.
257	Josiah Austin .	May 27, 1803	Aug. 7, 1832	55	Salem.
258	John Hancock Andrews	April 29, 1802	July, 1811		"
259	Edmund Johnson .	June 29, 1802	Nov. 18, 1808	34	At sea.
260	Nathaniel Kinsman .	April 29, 1802	July 12, 1842	76	Salem.
261	William Ramsdell .	Nov. 25, 1802	June 3, 1805	36	Milford, N. H.
262	Samuel Gardner Mackey	" "	March 30, 1818	70	Gulf of Canso.
263	†William Ropes .	Dec. 30, 1803	Jan. 24, 1805	38	Salem.
264	David Tucker .	Feb. 29, 1803	Jan. 15, 1819	50	Batavia.
265	George Taylor .	Dec. 36, 1803	April 20, 1828	50	Cape of Good Hope.
266	Jonathan Skerry .	July 28, 1803	March 26, 1844	72	Salem.
267	†Jonathan H. Lovett	Jan. 30, 1803	Sept. 23, 1818	72	Beverly.
268	Hezekiah Flint .	Oct. 29, 1803	Sept. 10, 1860	85	Salem.
269	†Benjamin Jacobs	April 29, 1803	March 28, 1820	45	Danvers.
270	†Benjamin Swett	Nov. 24, 1803	Feb. 28, 1833	81	Andover.
271	John Francis .	" "	March 29, 1820	72	Salem.
272	Samuel Goodridge	March 29, 1803	May 1, 1844	72	Beverly.
273	†William B. Parker	Jan. 31, 1805	March 8, 1840	68	Salem.
274	†Isaac Kilham .	Feb. 28, 1805	July 26, 1831	53	Beverly.
275	†Benjamin Pierce	" "	Jan. 30, 1834	37	Cambridge.
276	Solomon Giddings	Dec. 27, 1805	May 5, 1810	37	[Beverly
277	David Nichols .	July 26, 1805	July 29, 1845	73	Africa. Portrait with Giddings,
278	†Benjamin Ropes	Feb. 28, 1805	Aug. 11, 1807		At sea.
279	John Searl, Jr. .	July 25, 1805	July 24, 1824	70	Salem. W. 1812.
280	Richard Smith .	May 29, 1806	Jan. 24, 1849	71	At sea.
281	Thomas West .	June 29, 1806	Feb., 1812	46	Norfolk, Va.
282	Jacob Berry .	July 30, 1806	Jan. 18, 1840	55	Salem. W. 1812.
283	†John Peabody .	Dec. 26, 1806			"

284	William Haskell .	.	.	Oct.	31, 1806	April 25, 1833	65	St. Jago, Cuba. W. 1812.
285	Benjamin Babbage .	.	.	Dec.	26, 1806	Nov. 12, 1826	35	Lost at sea.
286	Samuel King .	.	.	"	"	Feb. 4, 1814	60	Jamaica, L. I.
287	James Derby .	.	.	June	25, 1807	March 3, 1808	40	Salem.
288	John R. Dalling .	.	.	May	28, 1807	Dec. 12, 1858	29	"
289	Edward Barnard .	.	.	April	30, 1807	Oct. 10, 1842	77	"
290	†Ezra Smith .	.	.	May	28, 1807	Dec. 1, 1854	75	New York.
291	†Henry Gray .	.	.	June	25, 1807	Prev. to 1830		"
292	H. H. Webster .	.	.	Oct.	29, 1807	Feb. 1, 1834	56	Salem.
293	Samuel Page .	.	.	Sept.	27, 1807	June, 1822	55	"
294	William Law .	.	.	Dec.	31, 1807	Nov. 4, 1853	67	" W. 1812, sch. Montgomery
295	Benjamin Upton (Master)	.	.	"	"	Nov., 1824	44	Beverly.
296	William Leach, Jr. .	.	.	Oct.	29, 1807	Feb. 26, 1847	82	"
297	†Mark Woodbury .	.	.	"	"	April 3, 1811	28	Salem.
298	John Felt .	.	.	Jan.	26, 1809	Jan. 1, 1814	63	Lost at sea.
299	Moses Yell .	.	.	Jan.	25, 1810	April 29, 1834	50	Salem.
300	Henry King .	.	.	April	26, 1810	Aug. 11, 1852	72	" W. 1812.
301	†William Messervey .	.	.	Nov.	29, 1810	April 29, 1862	86	"
302	Joseph Noble .	.	.	Sept.	27, 1810	Nov. 21, 1864	82	"
303	Philip P. Pinel .	.	.	April	25, 1811	July 12, 1851	67	"
304	Samuel Kennedy .	.	.	May	26, 1814	January, 1831	46	Jamaica, L. I. W. 1812.
305	†James C. King .	.	.	July	27, 1815	February, 1824	36	Salem. W. 1812.
306	William Calley .	.	.	Sept.	28, 1815	Oct. 22, 1860	75	"
307	Jonathan P. Felt .	.	.	May	30, 1816	March 16, 1838	65	Boston. L. L. D.
308	Nathaniel Bowditch .	.	.	Feb.	27, 1817	Feb. 7, 1833	77	Salem. R. W., Fr. & 1812.
309	Joseph Waters .	.	.	"	"	June 13, 1835	63	"
310	Willard Peele (Master)	.	.	"	"	Aug. 16, 1833	55	"
311	Fickering Dodge .	.	.	"	"	Feb. 12, 1833	63	"
312	Edward Symes Lang .	.	.	March	27, 1817	April, 1834	49	" W. 1812.
313	William Osgood .	.	.	May	29, 1817	Aug. 30, 1857	67	"
314	Nathan Eudicott .	.	.	Nov.	27, 1817	Jan. 25, 1837	55	"
315	John Forrester .	.	.	Dec.	25, 1817	Feb. 18, 1861	83	"
316	†Gideon Tucker .	.	.	Jan.	29, 1818	Aug. 24, 1833	47	At sea.
317	William Brown .	.	.	Sept.	25, 1818	March 24, 1833	88	Salem. R. W.
318	Aaron Wait .	.	.	July	30, 1818			

NO.	NAMES.	JOINED.	DIED.	AGE.	PLACE OF DEATH.
319	Robert W. Gould	Jan. 28, 1819	April 21, 1873	89	Salem.
320	Benjamin Dodge	Feb. 25, 1819	Oct. 24, 1857	86	Lynn.
321	Samuel Dudley Tucker	March 27, 1819	" "	76	Salem.
322	Charles Hart	March 30, 1820	October, 1829	40	Killed by pirates, W. I.
323	George Gregerson	" "	Sept. 15, 1862	81	Roxbury.
324	Nathan Cook	May 25, 1820	Feb. 27, 1827	43	At sea. W. 1812.
325	Jones Very	Sept. 28, 1821	Dec. 22, 1834	35	Salem.
326	†Solomon Towne	Jan. 25, 1821	June 5, 1835		Sumatra. [and Helen
327	John Upton	June 28, 1821	July 29, 1824	35	Batavia. W. 1812, schs. Cossack
328	Nathaniel Page	Sept. 27, 1821	Oct. 9, 1823	41	Rotterdam. W. 1812.
329	James Harvey	Sept. 30, 1824	Oct. 8, 1838	60	Boston. W. 1812. D. P.
330	Benjamin Chapman	" "	Jan. 2, 1853	73	Salem. W. 1812.
331	Josiah Dewing	April 27, 1826	Feb. 1, 1866	85	" "
332	Dudley L. Pickman	May 25, 1826	Nov. 4, 1846	67	" "
333	Samuel Groce	Sept. 29, 1826	June 10, 1855	71	Needham. W. 1812.
334	Charles Parker	May 29, 1828	June 9, 1838	53	Salem.
335	David Pingree	" "	March 31, 1863	67	" "
336	Thomas P. Pingree	June 26, 1828	Dec. 29, 1864	61	Wenham.
337	Jesse Potter	" "	Aug. 28, 1869	40	Lost on English coast.
338	Stephen C. Phillips	" "	June 25, 1857	56	Drowned, St. Lawrence River.
339	John Hodges	" "	April 29, 1833	80	Danvers.
340	Thomas Bowditch	May 28, 1829	Feb. 19, 1841	49	Chelsea. W. 1812.
341	†Benjamin Sands	" "	Disch'd 1837		Drowned on passage to M. E.
342	John Marshall	" "	Feb. 15, 1850	57	Salem. W. 1812.
343	John Bertram	Oct. 29, 1829	March 14, 1882	86	" "
344	Samuel Varney	Dec. 31, 1829	May 6, 1875	78	Dover, N. H.
345	Samuel Brooks	Feb. 25, 1830	July 18, 1844	55	Salem.
346	Thomas P. Chase (Cloutman)	" "	March 13, 1854	70	" W. 1812.
347	Stephen W. Shepard	July 31, 1830	Dec. 26, 1856	65	" "
348	James Vent	March 25, 1830	March 3, 1833	52	Rio Janeiro. W. 1812

349	John Hayman	.	.	.	Dec.	31, 1830	Sept.	5, 1869	84	Salem. W. 1812.
350	Nathaniel Weston	.	.	.	Sept.	30, 1830	Nov.	6, 1868	76	" " D. P.
351	†Nathaniel Putnam	.	.	.	"	"	May	28, 1835	81	Danvers.
352	Richard Wheatland	.	.	.	Dec.	30, 1830	Feb.	5, 1867	67	Salem.
353	Caleb Oakes	.	.	.	"	"	Sept.,	1831	66	Danversport.
354	John Dwyer (Master)	.	.	.	Jan.	27, 1831	July	26, 1870	42	Salem.
355	John F. Andrews	.	.	.	June	30, 1831	Dec.	26, 1847	64	"
356	John G. Waters	.	.	.	Sept.	29, 1831	May	2, 1860	65	"
357	Francis Peabody	.	.	.	Dec.	30, 1831	Oct.	31, 1867	51	Africa.
358	Nathan Smith	.	.	.	May	31, 1832	Nov.	15, 1847	85	Salem.
359	John P. Andrews	.	.	.	June	27, 1833	Nov.,	1890	54	"
360	Thomas C. Whittredge	.	.	.	July	25, 1833	Jan.	26, 1854	79	W. 1812
361	Joseph Felt	.	.	.	Aug.	29, 1833	May	2, 1856	70	Oakland, Cal.
362	William H. Herron	.	.	.	Dec.	26, 1833	June	2, 1878	48	Mozambique Channel. [N. Y.
363	James Emmerton	.	.	.	Nov.	28, 1833	June	7, 1835	38	Lost at sea. Portrait with son,
364	Edward Gale	.	.	.	Dec.	26, 1833	"	"	70	Salem.
365	Josiah Spalding	.	.	.	June	24, 1833	April	5, 1868	71	" W. 1812.
366	Jeremiah Page	.	.	.	Dec.	26, 1833	Dec.	6, 1867	81	Somerville, Mass.
367	Thomas Perkins	.	.	.	"	"	Sept.	8, 1875	60	Danvers. [Turk
368	Joseph Rider	.	.	.	"	"	March	22, 1855	86	Salem. W. 1812, ship Grand
369	Holten J. Breed	.	.	.	"	"	April	16, 1868	66	"
370	Peter E. Webster	.	.	.	"	"	April	16, 1850	36	"
371	Jeremiah Smith	.	.	.	Jan.	30, 1834	May	2, 1839	85	Stockton. W. 1812.
372	†John Madison	.	.	.	Jan.	20, 1835	Dec.	18, 1878	66	Boston, accident.
373	Joseph H. Millett	.	.	.	Sept.	25, 1835	Dec.	15, 1868	68	Taunton.
374	John Francis	.	.	.	Aug.	28, 1835	June	25, 1862	68	Salem.
375	Charles Mansfield	.	.	.	June	25, 1835	Oct.	24, 1868	63	St. Louis.
376	George W. Jenks	.	.	.	Sept.	24, 1835	Sept.	12, 1867	75	Salem.
377	Chaplin Conway	.	.	.	Oct.	29, 1835	April	2, 1872	72	Sumatra.
378	Samuel Smith	.	.	.	Nov.	26, 1835	Dec.,	1836	91	Salem. W. 1812.
379	Charles Roundy	.	.	.	Jan.	28, 1836	Feb.	26, 1886	70	Danvers.
380	Henry Johnson	.	.	.	"	"	March	30, 1864	75	Salem.
381	Allen Putman (Master)	.	.	.	"	"	Sept.	5, 1868	67	" W. 1812, ship America.
382	James W. Chever	.	.	.	Feb.	25, 1836	May	4, 1857		

NO.	NAMES.	JOINED.	DIED.	AGE.	PLACE OF DEATH.
383	John Fiske Allen	Feb. 25, 1836	Oct. 18, 1876	69	Salem.
384	William Sutton	"	April 18, 1882	82	"
385	Charles F. Wilkins	Jan. 28, 1836	Aug. 26, 1838	33	Killed at Sumatra.
386	†George Peirce	May 26, 1836	June 17, 1858	49	China India.
387	Joseph Hardy Millett, Jr.	Aug. 31, 1836	Dec. 1, 1836	31	Mocha.
388	James Upton	Aug. 25, 1836	March 3, 1879	66	Salem.
389	Nathaniel Brown	Nov. 24, 1836	April 27, 1866	66	"
390	Thomas Farless	"	Aug. 22, 1864	77	" W. 1812.
391	Samuel Barton	Dec. 29, 1836	Feb. 1, 1840	35	"
392	Samuel Benson	"	April 1, 1862	73	" W. 1812.
393	Henry Archer	Jan. 26, 1837	March 28, 1848	58	"
394	William D. Waters	"	April 24, 1880	81	"
395	Benjamin Creamer	Feb. 23, 1837	May 21, 1854	60	" W. 1812.
396	James B. Briggs	Oct. 26, 1837	Dec. 3, 1857	67	"
397	Gilbert G. Newhall	Dec. 28, 1837	Dec. 8, 1863	62	"
398	William H. Foster	Jan. 28, 1838	Dec. 1, 1888	91	"
399	Edward Stanley	"	Jan. 16, 1849	72	"
400	Thomas Downing	Feb. 22, 1838	Jan. 27, 1859	58	"
401	Samuel Webb	March 28, 1838	April 5, 1865	80	" W. 1812.
402	Henry Grant	"	Nov. 16, 1843	57	New Orleans.
403	Edmund Upton	May 31, 1838	Sept. 21, 1860	62	Salem.
404	James Dailey	Sept. 26, 1838	Nov. 12, 1888	84	San Francisco, Cal.
405	John B. Silsbee	Oct. 26, 1838	April 1, 1867	54	Salem.
406	Richard S. Noble	Nov. 29, 1838	April 4, 1848	46	At sea.
407	John B. Knight	Feb. 20, 1839	June 8, 1846	48	Salem.
408	Benjamin Webb	March 25, 1839	Aug. 18, 1877	72	"
409	John B. Fiske	Aug. 31, 1839	Feb. 12, 1881	75	"
410	Nathaniel B. Mansfield	Jan. 4, 1840	Sept. 28, 1863	68	" W. 1812.
411	John C. Huffington	"	July 15, 1860	55	Brooklyn, N. Y.
412	Joseph Webb	"	July 26, 1846	44	Pulu Penang.

413	Henry Towne	April 20, 1840	July 27, 1854	46	Mozambique.
414	Nathan A. Frye	June 26, 1840	Jan. 5, 1868	52	Salem.
415	James Buffington	Jan. 4, 1841	Jan. 14, 1881	81	"
416	Joshua Kinsman	Jan. 5, 1841	Aug. 4, 1841	40	At sea.
417	Joseph Chever	Feb. 26, 1841	Aug. 1858	51	Lost at sea.
418	Edward Harrington	Jan. 6, 1842	Aug. 31, 1844	32	Africa.
419	Charles H. Allen	March 3, 1842	May 28, 1899	89	Salem.
420	John H. Eagleston	June 30, 1842	Sept. 24, 1884	81	Hyannis.
421	Thomas D. Brace	Oct. 5, 1842	Jan. 7, 1867	63	California.
422	Charles F. Williams	Feb. 24, 1843	June 2, 1865	58	Salem.
423	Charles W. Farrington	"	Aug. 11, 1869	59	"
424	Charles D. Mugford	April 4, 1843	July 8, 1868	59	"
425	Nicholas T. Snell	June 10, 1843	July 5, 1880	70	"
426	James S. Kimball	Oct. 31, 1843	March 21, 1875	70	"
427	Robert Stone	Jan. 30, 1844	Sept. 21, 1860	85	"
428	George Dean	Feb. 6, 1844	Dec., 1845	29	Lost on George's Shoal.
429	Augustine S. Perkins	Feb. 28, 1844	Nov., 1886	73	Salem.
430	Nathaniel Andrews	June 1, 1844	January, 1864	51	Foundered at sea.
431	William Hunt	July 5, 1844	Aug. 3, 1883	79	Salem.
432	Henry P. Upton	Aug. 19, 1844	June 20, 1887	69	"
433	George Savory	"	Jan. 6, 1873	65	N. Y. City.
434	James B. King	Jan. 31, 1845	May 27, 1865	56	Salem.
435	Jonathan Shepard	April 28, 1845	Sept. 17, 1873	71	Middleton, Mass.
436	John E. A. Todd	Oct. 31, 1845	April 6, 1877	60	At sea.
437	Thomas Trask	Nov. 8, 1845	Dec. 21, 1863	73	Salem. W. 1812.
438	Richard H. Yarrington	Nov. 11, 1845	March 21, 1886	80	Roxbury.
439	George E. Bailey	Dec. 1, 1845	May 10, 1871	71	Salem.
440	Edward D. Winn	Feb. 26, 1846	May 15, 1857	49	"
441	William B. Bates	"	Jan. 23, 1894	84	"
442	William B. Smith	"	March 12, 1881	81	" W. 1812. D. P.
443	Luther Upton	March 2, 1846	Oct. 16, 1879	66	Lynn.
444	George Upton	May 1, 1846	"		Salem.
445	James B. Creamer	May 8, 1846	Oct. 13, 1854	33	California.
446	John F. Webb	July 9, 1846	Oct. 21, 1861	51	Southampton, England.

NO.	NAMES.	JOINED.	DIED.	AGE.	PLACE OF DEATH.
447	Michael Lord	Sept. 23, 1846	Sept. 23, 1879	75	Salem.
448	Andrew Ward	Oct. 12, 1846	Aug. 2, 1860	67	" W. 1812.
449	John D. Clark	Feb. 25, 1847	March 1, 1888	83	Malden.
450	John J. Scobie	July 5, 1847	March 1, 1857	49	Lost at sea.
451	Samuel R. Curwen	Dec. 1, 1848	Nov. 11, 1870	50	Salem.
452	Benjamin A. West	" "	Aug. 3, 1877	57	Pleasantville, N. Y.
453	George West	Jan. 1, 1849	June 24, 1852	75	Salem.
454	James B. Curwen	Jan. 27, 1849	Mar. 23, 1894	42	"
455	Joseph R. Franks	March 24, 1849	July 30, 1852	42	Africa.
456	Elbridge G. Kimball	April 27, 1849	July 5, 1849	32	Salem.
457	George N. Ropes	" "	Sept. 1, 1865	43	"
458	Samuel Hutchinson	April 30, 1849	Dec. 13, 1885	89	" W. 1812.
459	Daniel H. Mansfield	Aug. 24, 1849	Dec. 24, 1876	74	"
460	Frederick Lendholm	Feb. 14, 1850	Sept., 1863	48	Singapore.
461	John B. Currier	July 26, 1850	October, 1851	24	Lost at sea.
462	Stephen G. Wheatland	Aug. 3, 1850	March 2, 1892	66	N. Y. City.
463	Brackley R. Peabody	Aug. 9, 1850	Feb. 28, 1874	75	Salem. W. 1812.
464	Joseph J. Rider	Nov. 1, 1850	July 25, 1883	55	Africa.
465	William B. Parker	Feb. 1, 1851	Dec. 25, 1878	77	Salem.
466	Horace Tufts	Feb. 18, 1851	Nov., 1862	65	Lost at sea.
467	George W. Pousland	Feb. 24, 1851	Sept., 1895		Salem.
468	William G. Nutting	Feb. 25, 1851	Jan. 2, 1871	63	Salem. Served in Reb. 1860-5.
469	Edwin Upton	Feb. 28, 1851	Oct. 14, 1871	46	Buenos Ayres.
470	Benjamin Upton	March 10, 1851	April 30, 1884	74	Rio Janeiro.
471	Robert Brookhouse, Jr.	May 30, 1851	Aug. 3, 1882	60	Salem.
472	Joseph Mosely	Aug. 16, 1851	July 5, 1886	68	"
473	John Lambert	Nov. 4, 1851	Nov. 4, 1860	52	Lost at sea.
474	Edward H. Trumbull	Nov. 29, 1851	Nov. 4, 1860	38	Salem.
475	William O. Johnson	March 11, 1852	July 3, 1874	53	"
476	Nathaniel Brown (Master)	Feb. 27, 1852	Dec. 10, 1879	52	"

477	Michael W. Shepard	April 30, 1852	Aug.	20, 1877	52	Salem.
478	Joseph Osgood	May 28, 1852	June	8, 1881	52	"
479	Edmund A. Upton	Aug. 12, 1852	Jan.	13, 1876	53	"
480	George Harrington	Oct. 5, 1852	Feb.	20, 1859	52	"
481	Isaac N. Chapman	April 11, 1853	Aug.	17, 1862	58	Brooklyn, N. Y.
482	Benjamin Jackson	June 6, 1853	July	19, 1912	94	Jefferson, N. H.
483	Benjamin F. Fabens	Aug. 27, 1853	Aug.	23, 1870	66	Cedar Rapids.
484	Benjamin Tay	Oct. 1, 1853	Dec.	3, 1906	84	Salem. Civil War, 1861-5.
485	Charles Endicott	Feb. 24, 1854	March	9, 1905	79	"
486	Nathan H. Millett	March 25, 1854	Sept.	8, 1866	44	Africa.
487	Eben Tibbetts	Oct. 28, 1854	May	29, 1870	64	Salem.
488	Thomas Hunt	"	April	14, 1866	63	"
489	John A. Phipps	"	June	23, 1860	49	"
490	William McFarland	"	June	10, 1881	55	Wareham, Mass.
491	†Robert H. Waters	Dec. 5, 1854	Oct.	6, 1904	72	Newton.
492	Henry F. Shepard	Dec. 16, 1854	June	12, 1875	50	Zanzibar.
493	Stephen Cloutman	March 3, 1855	March	25, 1863	38	Salem.
494	Edward Weston	June 1, 1855	July	11, 1870	66	"
495	Samuel V. Shreve	Oct. 26, 1855	July	2, 1878	72	"
496	James Fairfield	"	Aug.	17, 1896		Boston.
497	George Ropes	March 26, 1855	July	28, 1861	33	Murdered on shipboard.
498	John F. Dwyer	June 26, 1855	Feb.	12, 1862	38	Salem.
499	William McMullen	"	June	13, 1879	73	"
500	Alfred Peabody	Oct. 30, 1856	April	18, 1872	64	"
501	William Pousland	"	Jan.	20, 1889	80	"
502	Henry Gardner	"	July	27, 1870	55	"
503	William H. Clough	April 30, 1857	April	26, 1892	66	Brookline, Mass.
504	Samuel Hutchinson, Jr.	Aug. 27, 1857	Nov.	8, 1882	74	Chicago.
505	Joseph Rowell	Oct. 29, 1857	Oct.	11, 1867	36	Lost, China Sea.
506	Nathaniel J. Kinsman	June 28, 1857		11, 1865	38	Salem. Served in Reb., 1861-5.
507	Andrew A. Ward	"	March	25, 1880	47	Lowell.
508	John H. Downing	July 28, 1859	March	3, 1869	80	Roxbury. W. 1812.
509	John Day	Oct. 27, 1859	April	27, 1864	83	Salem.
510	Thomas Holmes	Nov. 26, 1859	Oct.	6, 1883	72	"
511	Peter Silver	"				

NO.	NAMES.	JOINED.	DIED.	AGE.	PLACE OF DEATH.
512	James Gilbert . . .	June 28, 1860	Sept. 14, 1875	76	Salem.
513	Joseph H. M. Bertram . . .	Dec. 10, 1860	Feb. 3, 1877	41	"
514	Stephen Upton . . .	Dec. 26, 1860	May 25, 1880	49	New York State.
515	Samuel Hill . . .	June 18, 1861	July 18, 1884	59	Salem.
516	Laman Pierson Ward . . .	"	April 2, 1871	36	China Sea.
517	John W. Goodrich . . .	Nov. 5, 1861	Aug. 7, 1864	51	Africa.
518	Lewis F. Miller . . .	"	May 30, 1899	82	Salem.
519	Ripley Ropes . . .	"	May 15, 1890	67	Brooklyn, N. Y.
520	Aaron W. Berry . . .	"	April 7, 1865	37	Melrose.
521	James B. Endicott . . .	Sept. 25, 1862	Nov. 5, 1870	53	Hong Hong, China.
522	James P. Cook . . .	"	Oct. 22, 1892	72	Salem.
523	Simon Stodder . . .	May 28, 1863	Dec. 28, 1886	64	"
524	Henry W. Peabody . . .	Dec. 31, 1863	Dec. 7, 1908	70	"
525	Thomas Kimball . . .	Dec. 28, 1865	Nov. 27, 1885	50	Danvers.
526	Henry Gardner, 2nd . . .	Jan. 26, 1866	July 19, 1888	50	Salem.
527	(Not confirmed)				
528	John Webster . . .	Dec. 29, 1866	Dec. 19, 1891	87	"
529	Nathan A. Batchelder . . .	Oct. 31, 1867	Sept. 2, 1903	82	"
530	John Kerrivan . . .	Jan. 2, 1868	April 13, 1870	31	At sea.
531	William H. Hathorne . . .	April 3, 1868	Feb. 14, 1886	42	London, Eng. Civil War, 1861-5.
532	George B. Abbott . . .	May 16, 1868	Feb. 9, 1880	51	Salem.
533	Ezra F. Newhall . . .	Nov. 3, 1868	Feb. 9, 1880	51	"
534	Samuel Endicott Peabody . . .	"	Oct. 30, 1909	85	"
535	William George Webb . . .	"	May 17, 1896	63	"
536	John Swasey . . .	"	March 20, 1888	79	Cincinnati, O.
537	Francis C. Butman . . .	Nov. 26, 1869	May 17, 1891	72	Salem.
538	George H. Allen . . .	Nov. 29, 1869	Aug. 8, 1902	64	"
539	Edward D. Ropes . . .	Dec. 1, 1869	Aug. 12, 1887	48	"
540	John C. Pond . . .	May 31, 1870	Dec. 1, 1906	94	"
541	Thomas Fuller . . .	July 5, 1870			

542	Theodore A. Neal	.	.	July	15, 1870	Oct.	26, 1881	57	Boston.
543	David A. Roberts	.	.	Sept.	10, 1870	Nov.	3, 1887	50	Salem.
544	Nathaniel Weston	.	.	Oct.	28, 1870	Feb.	16, 1881	53	"
545	Benjamin P. Lacraw	.	.	Nov.	10, 1870	Dec.	22, 1897	72	"
546	Benjamin Hutchinson	.	.	Nov.	25, 1870	Feb.	23, 1873	40	At sea.
547	Oswald Miller	.	.	"	"	May	30, 1904		New York.
548	Paul Upton	.	.	Sept.	17, 1871	Jan.	18, 1884	56	Salem.
549	Charles H. Miller	.	.	Oct.	30, 1871	April	16, 1890	70	"
550	Thomas P. Pingree	.	.	"	"	May	18, 1876	45	Wenham.
551	David Pingree	.	.	"	"				
552	Victor F. Debaker	.	.	Jan.	15, 1872	April	14, 1877	60	Salem.
553	James S. Williams	.	.	Sept.	29, 1872	Aug.	1, 1885	43	" Civil War, 1861-5.
554	Francis R. Webb	.	.	"	"	July	11, 1892	59	Ambre Vesta, Cal. (Civil War.)
555	William A. Peterson	.	.	March	5, 1873	March	22, 1888	52	Salem.
556	George R. Emmerton	.	.	April	26, 1873	May	22, 1888	52	"
557	Henry O. Roberts	.	.	May	7, 1873	March	4, 1888	50	"
558	Joseph Upton	.	.	Jan.	22, 1874	Nov.	30, 1874	43	Africa.
559	George C. Johnson	.	.	May	2, 1874	Oct.	21, 1874	37	Drowned, Coast Scotland.
560	John Mullin	.	.	Nov.	2, 1874	Sept.	28, 1902	77	Salem.
561	Benjamin P. Clough	.	.	June	2, 1875	Nov.	13, 1808	63	"
562	George H. Pousland	.	.	Oct.	19, 1877	Dec.	24, 1920	82	Boston.
563	William F. Jelly	.	.	Oct.	29, 1877	Jan.	20, 1908	74	Salem.
564	David W. Pousland	.	.	Nov.	5, 1877				Civil War, 1861-5.
565	Charles H. Tibbetts	.	.	March	1, 1878	Aug.	19, 1895	55	Salem.
566	William T. Savory	.	.	May	22, 1878	Feb.	12, 1897	70	Florida.
567	John W. Strout	.	.	Jan.	23, 1879	Oct.	6, 1885	54	Salem.
568	Samuel W. Lord	.	.	April	26, 1879	April	22, 1879	56	China.
569	Charles H. Allen, Jr.	.	.	Nov.	5, 1879	Dec.	5, 1910		Salem.
570	Charles Beadle	.	.	Dec.	18, 1879	Jan.	11, 1910	70	"
571	William Beadle	.	.	"	"	Sept.	25, 1912	71	Duxbury, Mass.
572	Charles O. Welch	.	.	May	5, 1880	Aug.	18, 1915	72	Salem, Civil War, 1861-5.
573	Daniel H. Hutchinson	.	.	Nov.	2, 1881	Feb.	4, 1889	62	Salem.
574	George Z. Silsbee	.	.	"	"	Sept.	10, 1895	73	Beverly.
575	George E. Lord	.	.	Oct.	27, 1883	May	5, 1905	72	Salem.

NO.	NAMES.	JOINED.	DIED.	AGE.	PLACE OF DEATH.
576	E. A. Emmerton .	Oct. 80, 1883	Aug. 29, 1901	74	Salem.
577	Samuel V. Goodhue .	Nov. 7, 1883	Jan. 23, 1920		
578	John F. Brooks .	" "	Dec. 10, 1914	76	Boston.
579	John P. Felt, .	Sept. 29, 1884			
580	Walter H. Trumbull .	April 29, 1886			
581	William F. Powers .	" "	Dec. 10, 1915	69	Salem. Civil War, 1861-5.
582	Edw. B. Trumbull .	July 29, 1887			
583	J. Warren Luscomb .	Oct., 1888	April 16, 1901	63	Salem. Civil War, 1861-5.
584	William D. Pickman .	March 25, 1889	" 1889	71	Boston.
585	Dudley Z. Pickman .	Oct., 1889			
586	J. Clifford Entwisle .	Oct. 29, 1889			
587	George W. Williams .	April 30, 1890	May 31, 1905	67	Salem.
588	John Felt Osgood .	Oct. 27, 1892	July 31, 1894	69	Salem.
589	Edw. W. Harkness .	Oct. 30, 1893			
590	Henry P. Smith .	Oct. 27, 1898			
591	Leonard A. Bachelder .	Oct. 25, 1900			
592	Andrew M. Ropes .	Oct. 25, 1911	Jan. 2, 1913	82	Salem. Honorary Member.
593	Arthur P. Pousland .	July 31, 1919			
594	Atkins H. Bates .	July 31, 1919			
595	George L. Allen .	July 31, 1919	April 23, 1920	55	Salem.
596	Frederick G. Pousland .	July 31, 1919			
597	Daniel P. Pousland .	July 31, 1919			
598	Charles F. Allen .	July 31, 1919			
599	Robert W. Strout .	July 31, 1919			
600	Henry C. Millett .	Jan. 29, 1920			
601	Arthur R. Millett .	Jan. 29, 1920			
602	Albert Goodhue .	Jan. 29, 1920			
603	Arthur W. West .	July 29, 1920			
604	Henry K. Roberts .	July 29, 1920			
605	Stephen W. Phillips .	Jan. 27, 1921			

606	John B. Ropes .	.	.	Jan.	27, 1921		
607	John H. Eagleston	.	.	Jan.	27, 1921		
608	J. Duncan Phillips	.	.	April	28, 1921		
609	John G. Waters .	.	.	July	28, 1921		
610	Walter M. Trumbull, Jr.	.	.	Oct.	27, 1921		
611	Lawrence W. Jenkins .	.	.	Oct.	27, 1921		
612	W. Everett Hoyt .	.	.	July	27, 1922		
613	George G. Putnam	.	.	Oct.	27, 1921		Honorary Member.
614	Ralph C. Browne	.	.	Oct.	27, 1921		Honorary Member.
615	David Pingree .	.	.	Oct.	26, 1921		
616	Horace F. Hutchinson	.	.	July	26, 1923		
617	Richard Wheatland	.	.	July	26, 1923		

140 members were in the Wars of the Revolution and 1812. 10 members were in the Civil War, from 1861 to 1865.





